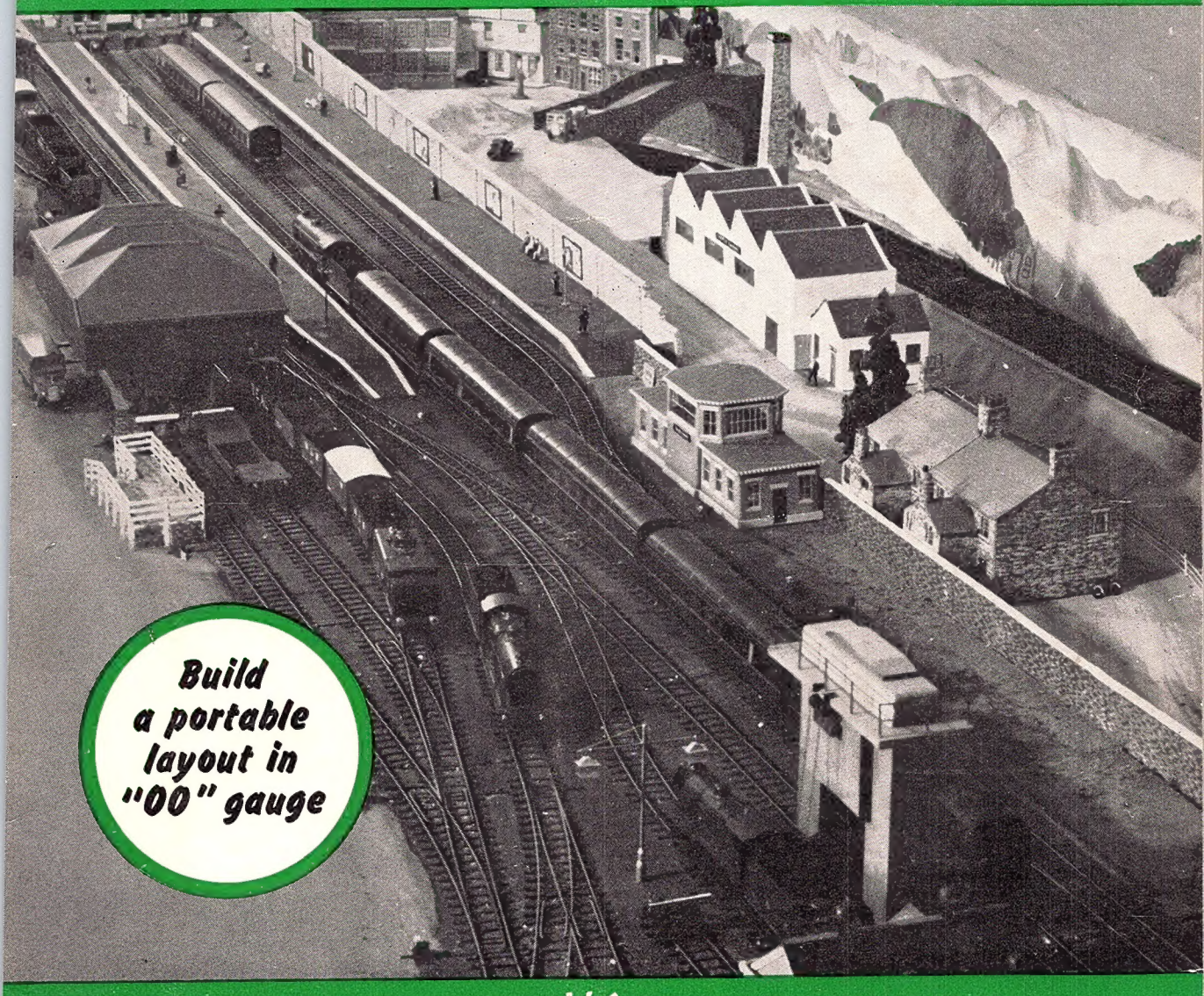
60 PAGE HOBBY SHOW NUMBER!

RAILWAY MODELLER

For The Average Enthusiast

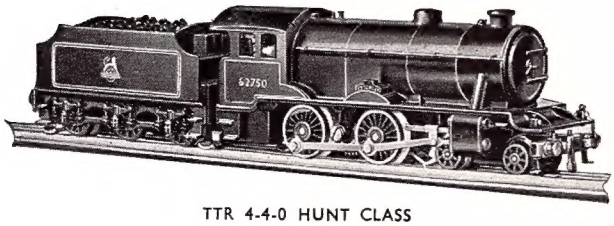


Build a portable layout in "00" gauge

VOL 7 1956 1/6 NOVEMBER

WHY WE RECOMMEND TRIX TRAINS

TWO TRAINS ON ONE TRACK



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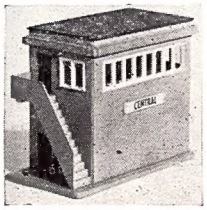

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We are Trix specialists. We carry a large Trix stock, both new and secondhand, and we can help you to convert your ordinary train to Twin-Trix at quite small cost. We carry all Trix spares and can give you the complete personal service you need to get the best out of the best model railway.

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NOTICES

Trackside **6/3**
Station **6/3**

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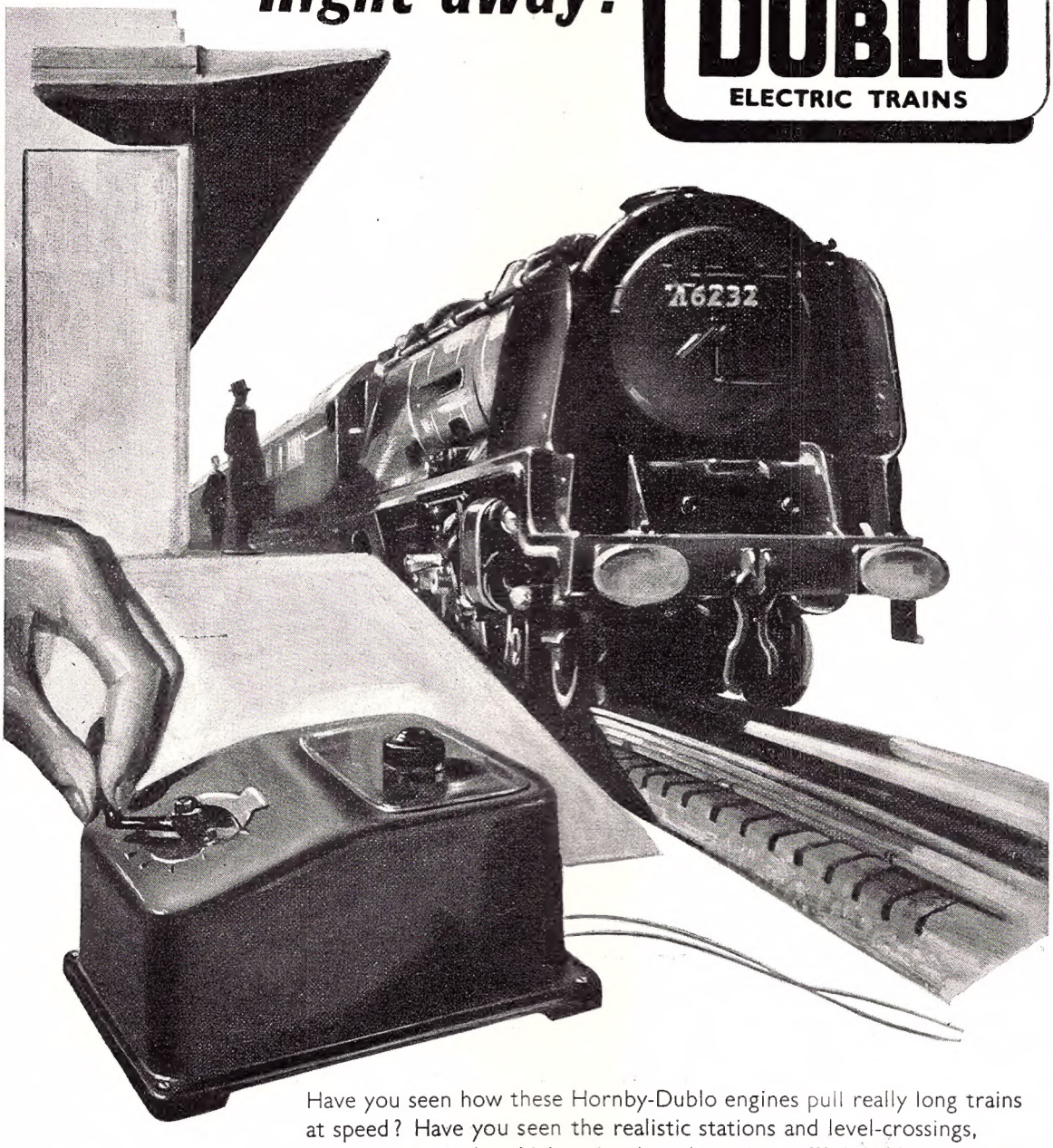
ELECTRIC TRAINS



Have you seen how these Hornby-Dublo engines pull really long trains at speed? Have you seen the realistic stations and level-crossings, bridges and goods vehicles, signals and station staff? Any Hornby-Dublo railway, large or small, is easy to work and perfectly reliable. Ask to see Hornby-Dublo — right away at the Model Railway Hobby Show, **Stand No. 4, Central Hall, Westminster, London, S.W.1.**

MADE IN ENGLAND BY MECCANO LIMITED, BINNS ROAD, LIVERPOOL 13

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SPECIAL DISPLAY OF LOCO CONVERSIONS

ENABLING HORNBY-DUBLO USERS TO RUN TRI-ANG LOCOS WITH CORRECT COUPLINGS, ETC., AND TRI-ANG USERS TO USE HORNBY-DUBLO LOCOS, AND THE NEEDS OF THE SCALE MEN MET BY THE CONVERSION OF BOTH THESE FAMOUS MAKES TO RUN ON THEIR SCALE TRACK.

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For scale two-rail (wheels turned to B.R.M.S.B.), three-link couplings	£3/12/6
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For Rovex/Tri-ang two-rail with Tri-ang couplings	£3/7/6
Optional extras—Peco couplings	7/–
L.N.E.R. green finish	10/–
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The ordering of optional extras may result in delay if out of stock.

G.W.R. pannier tank 0-6-0 loco

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For Rovex/Tri-ang two-rail with Tri-ang couplings	£2/12/6

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4-6-2 "Duchess of Montrose" loco and tender	£6/19/11
0-6-2 tank loco	£4/15/–

Prices include supplying loco and tender and all parts and conversion.

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Nothing but the best is good enough, especially when it is very cheap, so treat yourself to a PECO WONDERFUL WAGON, with its fascinating working Axle-box Springs, Sprung Buffers, Peco

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New!

Ready very shortly—almost by the time this announcement appears—complete kits of parts to construct universal and prototype points. All you need are Sleeper bases, Rails machined and cut to size, Tie rod and Spikes. Literally assembled in a matter of minutes! So simple. No soldering, yet only 7/6 for Universal 2-rail and 8/6 3-rail (20in. radius). Also coming shortly are Track kits, incorporating the new Peco Sleeper Base Units, eight to the yard, readily flexible, making track-laying by the Peco Spiked method quicker and easier than ever. Price 4/- per yard 2-Rail, 5/6 3-Rail.

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Unbreakable, inexpensive, realistic and well made. Provided with a detachable rubber sucker base. They are ideal for children and modellers alike, adding just that touch of atmosphere so essential to even the smallest of layouts. Type 0069 A, B and C. Height 6in.
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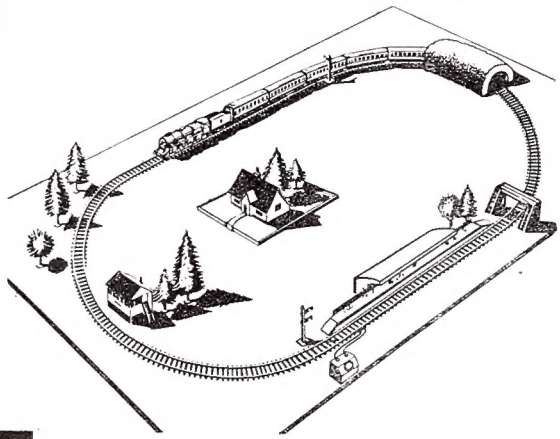
The sound engineering construction allows smooth curves to be manipulated to radii as small as 14in. Curving is a simple operation and the curves are retained naturally, thus there is no uneven stress or strain likely to result in distortion or breakage.
Price two-rail **4/8**, three-rail **6/2.**



TRACK SETS
Two-rail, 15in. radius oval, size 56in. x 32in. over-all. This set provides the most realistic and inexpensive railroad available. Ready for use with all the two-rail "OO" gauge locos and rolling stock. No wiring or construction necessary, just screw down to a baseboard and connect up to any type of controller. Ideal for the beginner or the person without time for more elaborate construction. Simple extensions can easily be made from extra track sections, while for more elaborate extensions we recommend the use of the famous WRENN FLEXIBLE TRACK and POINTWORK, which can be directly connected with fishplates. It is first-class for Realism, Reliability, Smooth Running and unbeatable value for money. No. 1 set—12 x 1ft. sections: eight curves and straights, including power rail and screws.
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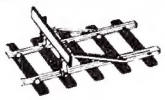

BUFFER STOP

The rail-built Buffer Stop illustrated above will make an attractive addition to your layout sidings, etc. They are robust, realistic and well finished.

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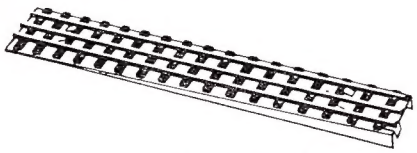

ADAPTOR RAMP

Wrenn Trackwork can now be easily joined by means of our Adaptor Ramps to Hornby, Trix and Tri-ang track, thus enabling each user to combine the benefit of both systems.

Price Tri-ang **2/9**, Hornby **2/11**, Trix **3/4**

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MODEL RAILWAY HOBBY SHOW

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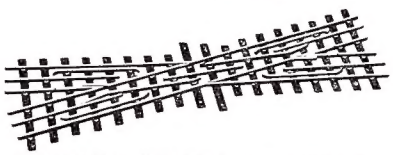

UNIVERSAL SWITCH CROSSINGS

In common with our other Universal items, ALL types of locos and rolling stock can be accommodated. Figure eights and reverse loops, etc., in two-rail, are now made easy without switches. Exceptionally smooth running through the crossing is possible due to continuous wheel support.

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15in. radius two-rail **9/4**, three-rail **11/-.**
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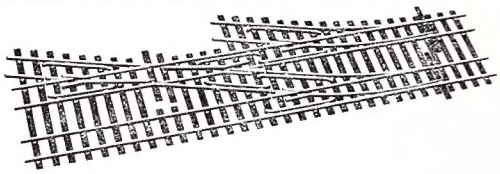
36in. curved two-rail **11/-**, three-rail **12/10.**
Suitable for use with all types of locos and rolling stock.



UNIVERSAL DOUBLE JUNCTION

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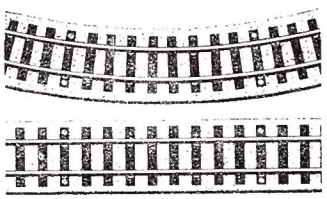
Price two-rail **36/4**, three-rail **39/11.**



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No. 206	13/3	No. 547	Piers, each 3/11
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No. 208	15/11	No. 263	Large bungalow ... 22/10
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No. 261	26/5	No. 241	Country church, 12v. 52/10
No. 275	37/3	No. 227	Water mill, 12v. 27/–
No. 245	12/4		
No. 246	12/4		
No. 247	12/4		
No. 220	40/10		
No. 556	4/6		
No. 557	5/2		

TREES

A	1/2	B	2/9
C	2/2	D	2/9
E	3/8	F	1/3
G	1/6		

VOLLMER

No. 502	20/9
No. 503	21/6
No. 504	25/10
No. 521	20/9
No. 522	28/6
Signal box	21/–
Refinery workshop	21/–
Office	15/11
Small oil tank ...	9/–
Water or oil filler	12/8

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Six for **3/6** (post 3d.)

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12-volt. **12/8** each.

All plus postage.

H & M

Transformer rectifier controller	54/–
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Point motor, 1 amp 12v.-20v. 1/8in.-3/16in. throw ...	9/6

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A : 20-ton steel wagon	5/3
B : G.W.R. glass wagon	5/3
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scale spoked	1/6
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CCW

40-page
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PRICE 1/- POST FREE

FREE TO OVERSEAS

The largest selection of authentic KITS and ACCESSORIES for "O" "OO" "HO" gauge modellers

COACH and VAN CONSTRUCTION KITS

Precisely cut wood parts and fine quality metal castings take all the drudgery out of model making and enable both expert and novice to build most realistic coaches and vans. Easy assembly saves your time, delightful detail adds to your pleasure, and the prices are moderate.

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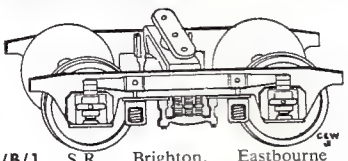
"INGLE" KITS
for CUPBOARDS

The sensation at the "Do-It-Yourself" Exhibition at Olympia for both quality and value.

- Planned for the modern kitchen.
- Equally useful in other rooms too.
- AND PERFECT FOR YOUR LAYOUT

These kits for both base and wall units build into really strong cupboards to store your railway rolling stock and all the etceteras.
They form steady support for the baseboards.
Full information free, on request.



OO/B/1 S.R. Brighton, Eastbourne and Hastings Electric, including "Brighton Belle" and P.86H kits. 5/- per pair, tax 1/-.

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"OO" for 2- or 3-rail operation, equalized

OO/B/6	G.W.R. 7ft. 5/- per pair, tax 1/-.
OO/B/2	G.W.R. 9ft. equalized. 5/- per pair, tax 1/-.
OO/B/10	G.W.R. 9ft. pressed steel. 5/- per pair, tax 1/-.
OO/B/3	L.N.E.R. 8ft. 6in. standard. 5/- per pair, tax 1/-.
OO/B/8	L.M.S. 9ft. 4-wheel. 5/- per pair, tax 1/-.
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Similar exceptional value is available in bogies for L.M.S. 6-wheel, U.S. Commonwealth trucks, C.P.R., etc.

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Modellers are invited to write for special

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- The Rocket Precision "Components for Connoisseurs."
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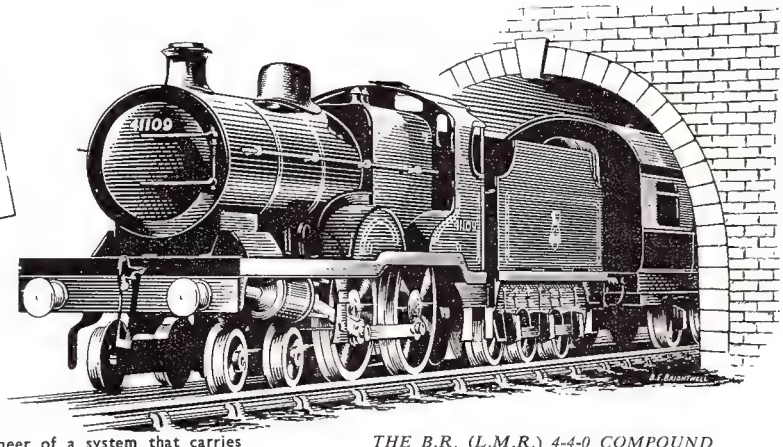
For the enthusiast!



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NOTE: This is the model chosen by the B.B.C. for their television programme.

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Complete gauge "O" sets—locomotive, rolling stock and track—are available at prices from £10/15/10.

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THE B.R. (L.M.R.) 4-4-0 COMPOUND
Gauge "O." Clockwork or Electric.

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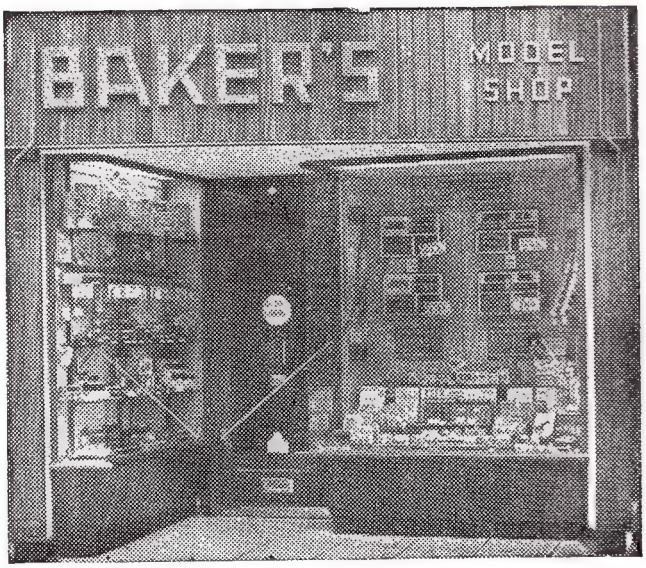

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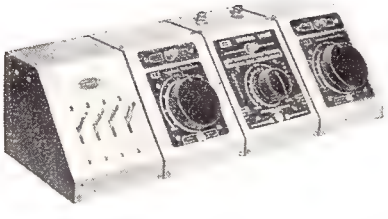

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For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 7. No. 73. NOVEMBER 1956

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BACK NUMBERS

Back numbers of most issues of the " Railway Modeller " from November 1951 are available, price 9d. each plus postage (3d. first copy, 1d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

CONTENTS

The North Lomond Railway 246
Railcar Ends 251
Lord Brabazon to open Hobby Show ... 252
Make A Portable " OO " Layout ... 254
Modelling a Terminus Building in " OO " 256
More Fun With Figures 259
Midland Miscellany 260
That Odd Corner 261
Tramway Modelling in 4mm. scale ... 262
Junior Modeller 264
Peco Topics 266
Club Notice Board 267
Trade Window 268
Readers' Letters 270
Advice Bureau 272

NEXT MONTH

Trelay, Polvean and Pencombe, a developed proprietary system, will be our Railway of the Month, while " Trees," by Noel Cheney and A. S. Taylor, will provide scope for the home modeller who wishes to add to the scenic effectiveness of his layout.

THE LOBBY

SIXTY pages! Never before in the history of British model railway journalism has such a large edition been produced. This record-breaking achievement has been made possible by the RAILWAY MODELLER'S popularity among modellers and trade alike.

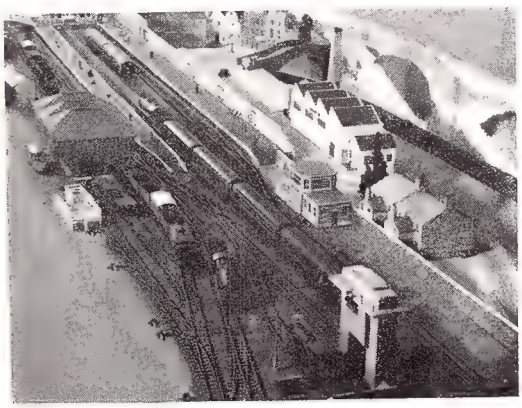
The occasion for this magnificent bumper number is, of course, the Model Railway Hobby Show, which opens on Saturday next, November 3, at the Central Hall, Westminster, and runs until and including the following Saturday. A detailed preview will be found on page 252. Peco will naturally be there, on Stand 21, where we hope to meet as many of our friends as possible. We feel that the fact that the exhibition spans two weekends will assist us materially in this ambition : moreover, we hope at the same time to make many new friends, for this is essentially a sociable hobby, and we believe that the spirit of comradeship which exists among modellers is something to cherish.

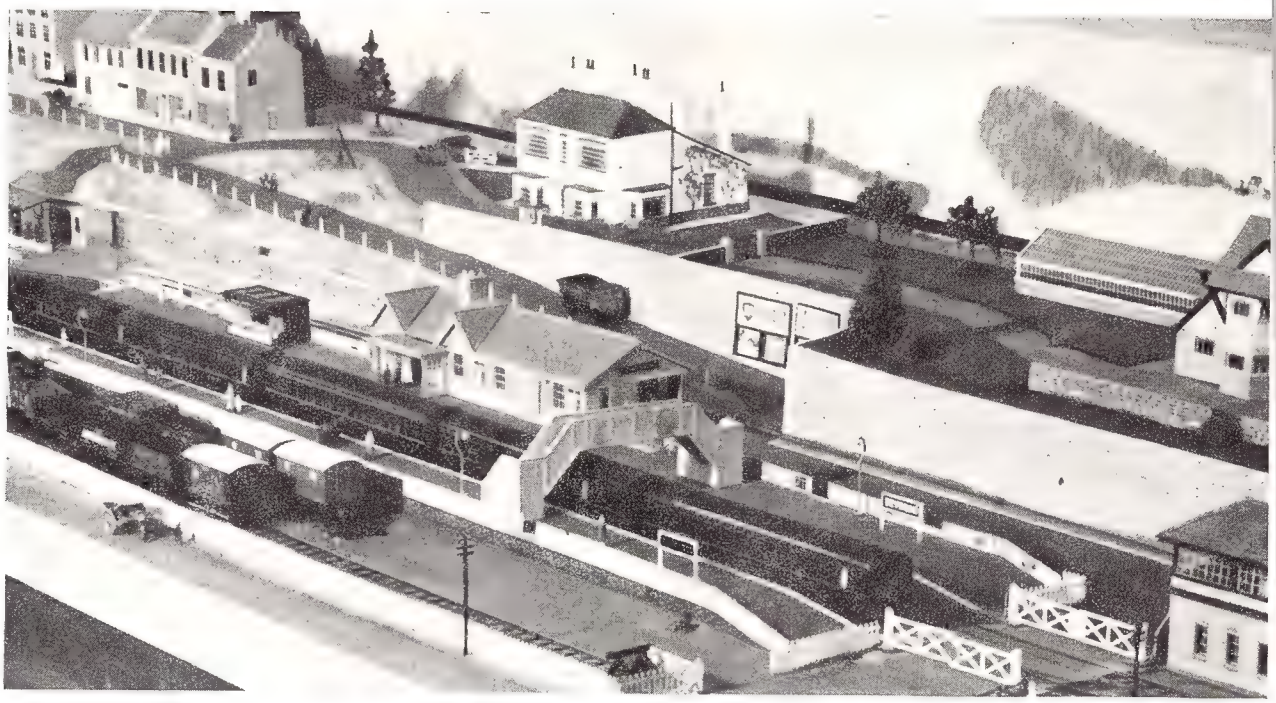
We are sure that this exhibition will be the means of introducing many people to the delights of scale railway modelling, and so on page 254 we publish a " Do It Yourself " article describing the basic construction of a simple portable layout, suitable alike for beginner or advanced worker. So if you have a friend who is thinking of starting the hobby why not draw his attention to this valuable feature?

As we go to press we learn that the Rt. Hon. Lord Brabazon of Tara will open the second Model Railway Hobby Show at Westminster. Lord Brabazon, who was Minister of Transport from 1940-1941, and subsequently Minister of Aircraft Production until 1942, is well known as a pioneer motorist and aviator (he holds the Royal Aero Club's No. 1 licence), but it may not be so well known that he was one of the pioneer railway modellers, owning a flourishing layout before World War I, while he was instrumental in bringing about the foundation of the B.R.M.S.B. in 1944.

COVER PICTURE

Corbiewood station on the Rev. N. S. Henderson's " OO " gauge layout.





Railway of the Month

THE NORTH LOMOND RAILWAY

A free-lance line in " OO " gauge

by the Rev. Neil S. Henderson

THIS railway had its beginnings twenty years ago when the owner viewed the northern landscape from the slopes of the Lomond hills in Fife, and " surveyed " a line that could bring the railway to the royal burgh of Falkland. I had not the wherewithal to build that railway; but I was looking towards the scenes where my life's calling was to take me, and resolved that I would keep railway modelling as my hobby, for being creative it gives a sense of satisfaction, and being operative brings pleasure and relaxation. Thus the North Lomond was born.

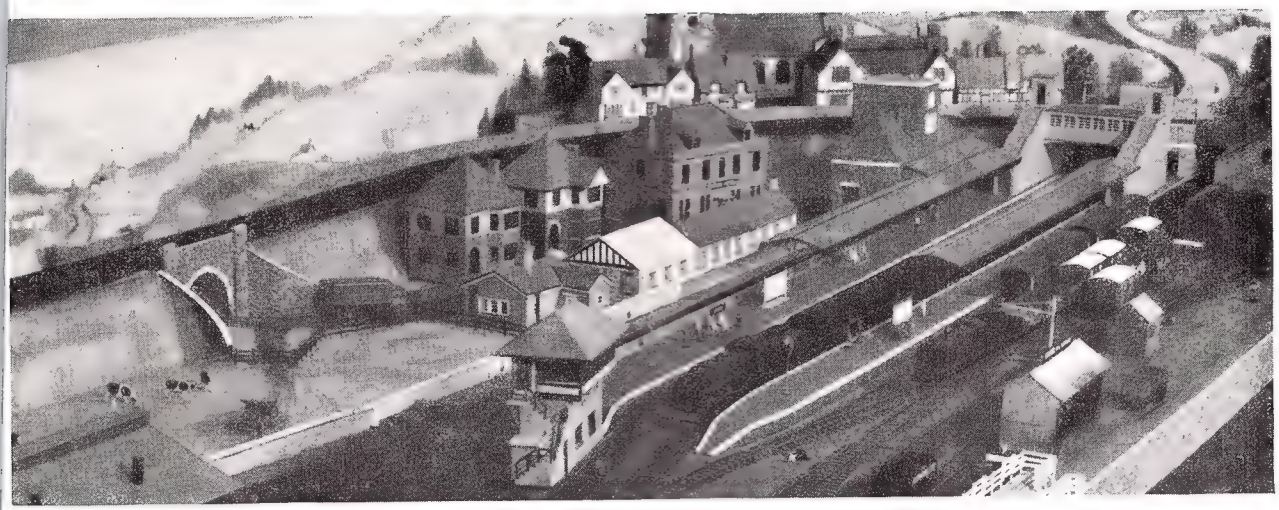
As yet I had not discovered Edward Beal, whose writings, work and friendship were later to play a large part in bringing my task to fruition. I still had not seen a single hand-made item, and was unaware that there was a trade catering for railway modellers —or indeed that these existed. I went ahead, however, and filled many notebooks with my drawings. The only thing which materialized and has survived from those days is the North Lomond crest, which has as its central motif the twin towers of Falkland Palace. This crest adorns the door to the present site of the railway, and—to scale—the square tower on the station buildings at Lomond.

The railway has seen many changes of location and design. Much has been built only to be dismantled or discarded; but unending experiment in every phase of our hobby is still proving worth while. The North Lomond is now a 16.5mm. gauge two-rail layout occupying a space 36ft. by 11ft. in the Manse at Huntly, Aberdeenshire.

The main terminus station is Lomond, behind which can be seen the Lomond hills of Fife. Railway scenes on the old North of Fife (that delightful line now, alas, becoming red with rust), around Perth and, more recently, on the old G.N.S.R. have inspired many of the architectural and scenic effects of the present layout.

The railway runs from Lomond, a small country town, through Deveron, obviously a market town with its cattle mart near the station, to the growing industrial centre of Corbiewood, fifty scale miles distant. There are nearly 600 feet of track, and fifty-two turnouts, all home-made.

From the layout plan it will be seen that half the



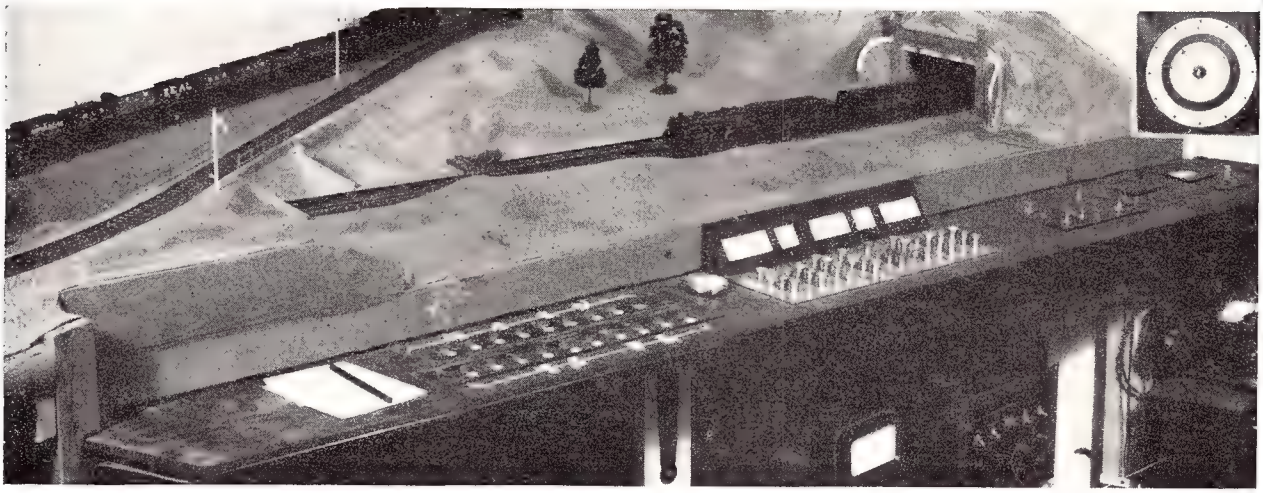
Above : Lomond station. Facing page : Deveron station.

available space has been devoted to rural scenery. This gives the sense of distance between stations, and, along with the hidden trackage, adequately "disguises" the duplicated running on part of the main line on the journey from Lomond to Corbiewood and vice versa. In the country section of the layout the hill in the foreground conceals a "manhole" from which the more distant tracks can be reached. To lend distance to the scenery in the background it was necessary to give more detail to the nearer hill, on the right-hand side of which is modelled a golf course, the first and last greens of which are on the nearside of the railway.

Cab control is used, but there are four controllers, one at Lomond, one at Corbiewood, and two on the main control panel. The track is divided into eight electrical divisions, all or any of which can be switched to any of the controllers by banks of push-buttons (actually ex-R.A.F. equipment, but similar to push-button control units on a wireless set), which make it impossible for a division of the track to be on two controllers at the same time. Also on the main control panel are two rows of push-buttons which activate point and signal motors. A 25-volt supply is used for the home-made point motors, and a 12-volt supply for the signal motors, which are also of the double-solenoid type. Each button, however, throws current to both point and signal protecting it. These push-buttons are arranged in the order required for operation on the run from one terminus to the other. This may seem involved, but the effect is to make the control of the railway extremely simple, a visitor being able to take over after only a few minutes' instruction. An earlier control panel with switches arranged on a track-diagram was found to be less suitable in operation, the operator looking at the panel more often than at the train.

The track divisions are as follows: (i) Lomond

B1 on local passenger "in the country."



The control panel. Inset : the railway clock.

goods yard and departure line to point 1 ; (ii) down main ; (iii) down track on the Deveron line, from point 4 to point 2 ; (iv) Corbiewood arrival line, from point 4, and Corbiewood yard ; (v) Corbiewood departure line, to point 5 ; (vi) up main ; (vii) up track on Deveron line, from point 7 to point 5 ; (viii) Lomond arrival line, from point 8, and Lomond loco depot (the numbered points are shown on the layout plan). On the sub-control panels at Lomond and Corbiewood are the necessary section switches.

The layout has been so designed that it can be operated by one person or by a team—signalman, main-line drivers and yard men. Commonly it is worked by two.

The " railway time " clock, although its use has been the subject of adverse comment, has certainly added to the interest of timetable working. By this clock, which was made mostly from scrap, an express passenger train takes one and a quarter hours to travel the " fifty miles " from one terminus to the other.

The present locomotive stud comprises the following: to handle the passenger trains, a Pacific (Britishized American) 4-6-0 B1 and a 4-4-0 2P ; to deal with the goods traffic, 0-6-0 4F and 0-8-2 tank (free-lance) ; while two 0-6-0 tanks are employed for shunting operations. An 0-4-2 tank of G.N.S.R. vintage is at present being built. There are normally eight passenger coaches and fifty goods vehicles of various types employed.

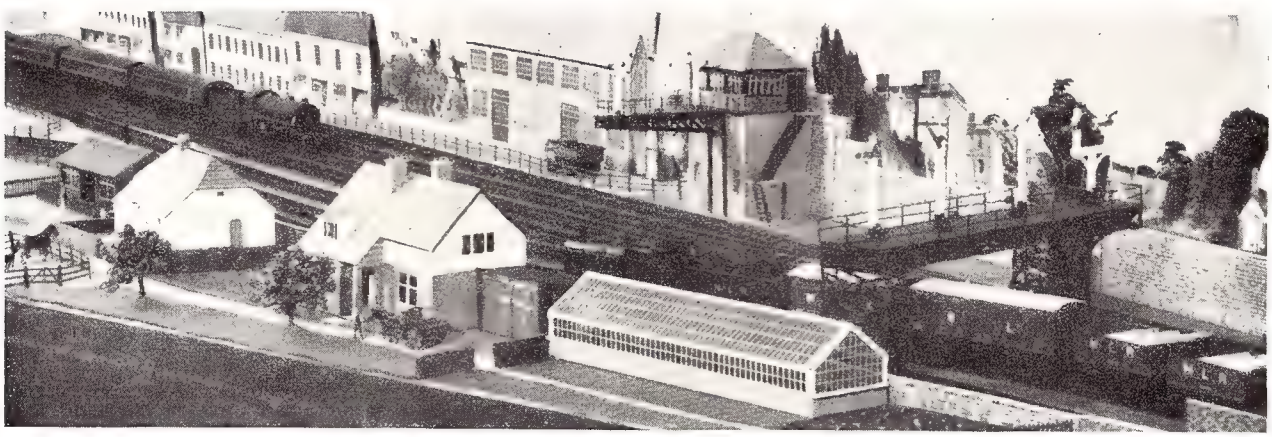
Here is a typical evening's " work " on the North Lomond.

In Lomond station a goods train headed by the 0-6-0 Fowler is ready in the goods departure siding. In the loco depot are the 4-4-0 and a 0-6-0 tank shunting engine.

At Corbiewood departure platform is a train of four passenger coaches and a milk van, headed by the 4-6-0 B1. In the loco depot are the Pacific, the 0-8-2 tank and an 0-6-0 shunter.

The departure division of Corbiewood, the up main, and the up track on the Deveron line are all switched to control er "A" (on the main control panel). Likewise the necessary down tracks from Lomond are

St. Fothans in the background, produced with low-relief models.



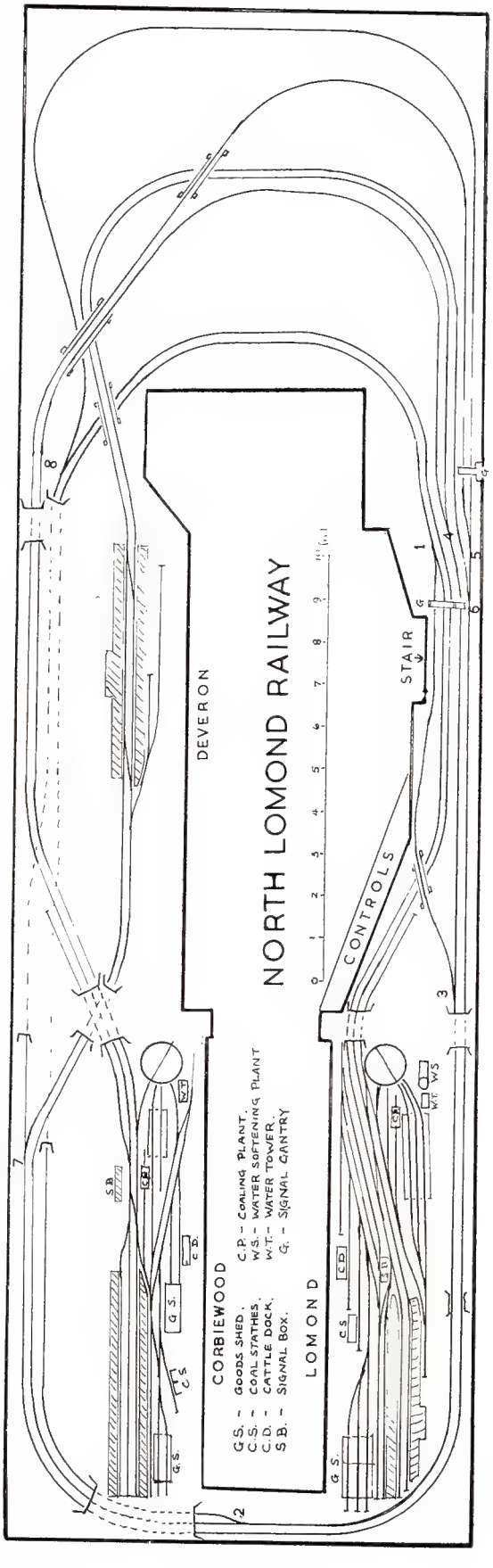
Corbiewood loco depot.

switched to controller " B " (also on the main control panel). Push-button switches 1 to 4 (in black figures on the bottom row, and reading from right to left), and 5 to 8 (in black figures on the top row, reading from left to right) are pressed, and activate the point and signal motors in the required direction—and we are all ready to go over to " railway time " and a " day on the North Lomond." The railway clock is switched on: it is 7.30 a.m.

The passenger train rumbles out of Corbiewood—trackage in the stations being laid direct on to " Treetex "—through the tunnel on to the sound-deadened track beyond. The route may be followed on the layout plan and on the photographs—behind Deveron, through the short tunnel, by the rock cutting and over the bridges in the middle distance of the country section, and down the long slope on to the up main line at point 5.

The time is now 7.50. The morning goods train leaves Lomond, climbs the bank, passes under the big gantry, past the market gardener's, through the golf course, and takes the wide sweep down to the long tunnel (beneath Deveron). On the hidden tracks here the two trains pass each other. The up passenger now

Close-up of Corbiewood coaling plant.



travels into the far country and gets a glimpse of the sea before approaching the neighbourhood of St. Fothans.

The signals indicate that it is time to press the next two push-buttons ; they are on the top row for the journey towards Lomond, and are marked 5 and 7 in red (signifying that they are reversing the position of points already used in this run, but the buttons are arranged in sequence of use). We must also glance at the clock, for we may have to increase speed to arrive at Deveron on time—8.20.

Before we leave Deveron at 8.25 we can switch the arrival division of Lomond to controller "A" ; in the meantime it has been on "C" (on the subsidiary control panel at the station), with which controller the shunter has been moved to the head-shunt. The necessary points on the main are set with the remaining push-buttons for the up line ; they are marked 6 (red), 7 (black) and 8 (red).

As the passenger train leaves Deveron, the down goods is approaching from the other direction, and comes under the plate girder bridge, up the incline, and passes through the station. Push-buttons 2, 3 and 1 (all red) are the next three on the down controls to set the route for this train, which is by the flyover on the continuous main line.

There is time now to set the points in Corbiewood for the arrival of the goods train, and to switch the arrival division to controller "B." When the goods train has passed the big gantry, the remaining push-buttons on the down controls, 2, 3 and 4 (all black), are pressed. We must look at the clock again, for the up passenger is approaching Lomond, where it arrives at 8.50 with a fine track noise as it emerges from the tunnel and passes over the points. The shunter is now employed to pull out the train and push it into the departure platform, remove the milk van to a siding, and add a coach from the storage track to make up the passenger train due to leave at 10 a.m. The B1 backs on to the head-shunt, and thence to the turntable and the running shed. If there is only one operator at work, these movements have to be interrupted for the arrival of the goods train at Corbiewood at 9.15.

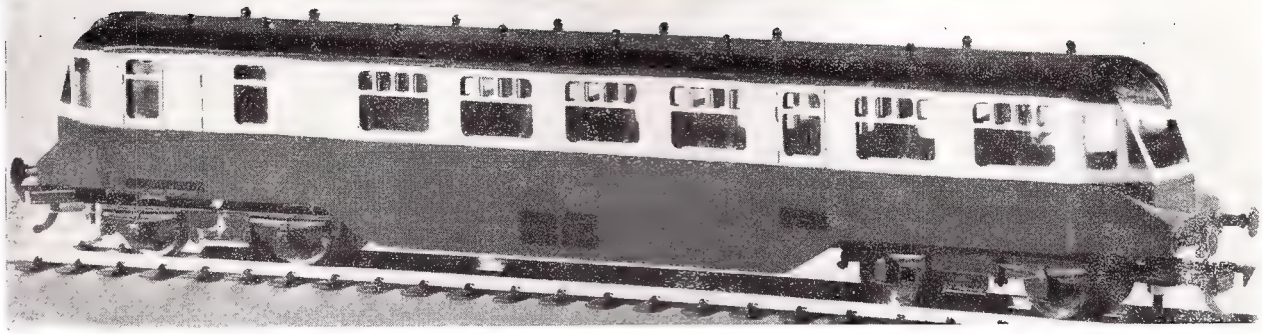
At Corbiewood there are arrival and departure goods sheds, and in the yard the shunter is busy for an hour. The heaviest goods train of the day is due to leave at 10.30, hauled by the 0-8-2 tank.

The complete timetable for the day is:

Train	*Loco*	*Corbiewood leave*	*Deveron arr.*	*Deveron leave*	*Lomond arr.*
Pass.	B1	7.30 a.m.	8.20	8.25	8.50
Goods	0-8-2T	10.30	—	—	12.00
Pass.	Pacific	12.05 p.m.	—	—	1.20
Pass.	4-4-0	2.25	3.10	3.15	3.45
Pass.	Pacific	5.30	—	—	6.45
Goods	0-6-0	6.50	7.40	8.00	8.40

		Lomond leave	*Deveron*		*Corbiewood arr.*
Goods	0-6-0	7.50 a.m.	—	—	9.15
Pass.	4-4-0	10.00	10.30	10.35	11.25
Pass.	Pacific	2.15 p.m.	—	—	3.30
Goods	0-8-2T	3.40	4.15	5.00	5.50
Pass.	B1	6.00	6.45	6.50	7.35
Pass.	Pacific	7.45	—	—	8.55

"Railway time" is switched off, actual time being 10.15 p.m.—time for coffee, discussion, or, let it be admitted, "official inquiry."



RAILCAR ENDS

by Michael Farr

ALTHOUGH the method to be described was intended to simplify the construction of a G.W. railcar, it could probably be used for many other prototypes with awkward ends.

While the various G.W.R. diesel railcars appeared on most types of services, express and branch, the end contour of both designs of car presents a difficulty to the modeller. To help in overcoming this, a friend suggested the use of a solid block of Perspex, filed to shape. As I did not have a vice or a good set of files, I found another friend who proved himself an expert in handling Perspex, with the result that a small supply of superbly made shaped ends for the later type of cars was turned out. He has since tried an end for the pioneer car No. 1, which was equally well made despite the fact that the Perspex was three inches thick.

It is, I am told, a fairly simple matter to obtain the various planes, as the Perspex can be easily worked with a file. As ¾in. thick Perspex is not easy to come by in small quantities, it is very easy to stick two ⅜in. pieces together with a mixture of glacial acetic acid and Perspex filings in a ratio of about 10 or 20 to 1. I have used Durofix with excellent results, and Perspex cement is, I believe, obtainable.

An accurate drawing is, of course, an essential, and I know of the following. If readers know of any others, I should like to hear of them.

From J. E. Skinley: Nos. 1, 34, 35, 36.

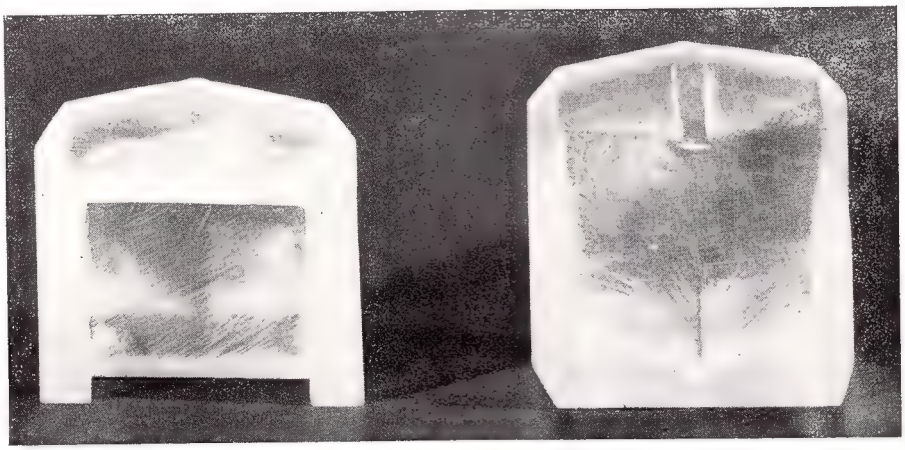
From A. and G. Drawings: No. 19.

Of these No. 1 was a streamlined car, No. 19 of the later and more angular type, No. 34 a parcels car and Nos. 35 and 36 a twin unit originally intended for express work and fitted with a buffet.

To start with I chose No. 31 (as No. 19, but with an easier number!). Not being a very fastidious modeller, I did not bother to reduce the size of the ventilator bars on the windows, and there are many other parts of the Ratio sides which could have been super-detailed.

On a single car, one of the ends will probably have to be "hollowed out" (see photo) to allow for the motor bogie. In my case I used a Romford bogie (two-rail) and had to file away part of the armature and pivot support to allow for plenty of swing on the 13½in. radius curves still prevalent on my small layout. At the other end, the bottom, inner edge of the Perspex block will probably have to be filed away, especially when equalized or sprung bodies are used, and the centre valance will have to be cut back to allow the bogies to swing outside the solebars on sharp curves.

When making the "hollow" end, it may be found advantageous to make an inverted U-shaped piece first, cementing this to the solid piece afterwards. The only drawback with this method is that the cement will not always hold with the pressure applied in the vice. To finish off the ends, the "windows" should be smoothed with a fine grade of glasspaper, or a worn file, and then rubbed with Brasso until a shiny surface is obtained.



HOW TO GET THERE

For the convenience of out-of-town enthusiasts, we give below a sketch map showing the location of the Central Hall in relation to the nearest Underground stations. St. James's Park is slightly nearer, and avoids crossing any busy streets. Both stations are on the Circle and District routes.

From main line termini

Euston, King's Cross, St. Pancras :
Northern Line to Charing Cross, change to District (westbound).

Paddington, Marylebone :
Bakerloo Line to Charing Cross, change to District (westbound).

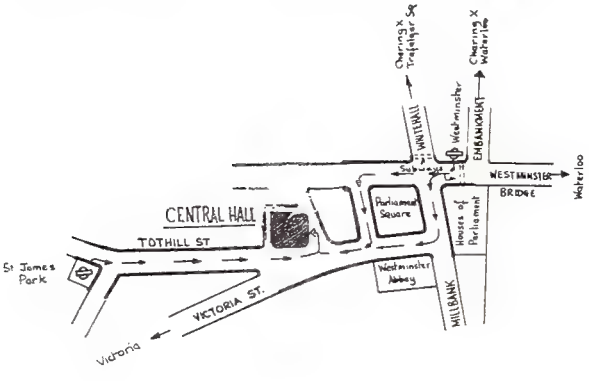
Victoria :
District Line (eastbound).

Liverpool Street, Charing Cross*, Cannon Street*, Fenchurch Street* :
Circle Line (outer rail).
*Also District Line (westbound).

Waterloo :
Northern or Bakerloo Line to Charing Cross, change to District Line (westbound).

London Bridge :
Northern Line to Bank, escalator to Monument, District Line (westbound).

NOTE. Euston, Marylebone, Paddington, King's Cross and St. Pancras are on (or near) Circle Line, but journey takes longer.



LORD BRABAZON

HOBBY

CENTRAL HALL WESTMINSTER

Hammant & Morgan control gear and Minor unit.

AFTER the official opening by Lord Brabazon of Tara the second Model Railway Hobby Show will be a reality. You must visit the Model Railway Hobby Show this year, for there you will find everything that is currently available for our hobby laid out to the best possible advantage. Some idea of the scope of railway modelling will be gained when it is realized that the whole ground floor of the Central Hall—no small area in itself—is required in order to accommodate the show.

Naturally, to cram even a brief description into these few pages is quite impossible. The organizers will be producing a full catalogue merely to list the exhibitors' stands. We have in Trade Window briefly summarized the new products of which we have advance notice, but we will, of course, be bringing you a full illustrated report on everything new in the December and January issues. In the meantime we shall content ourselves by picking out some of the highlights in this year's show.

Bassett-Lowke, the oldest established firm in the hobby, will be demonstrating "O" gauge, both two- and three-rail, for indoor and garden use. They will additionally be displaying equipment for all scales from "OO" up to 7¼in. gauge, and this larger gauge features steam, a new design of tank loco for heavy work.

Apart from this the accent is definitely on "OO" gauge. One of the most comprehensive selections of equipment will be found on the Taylor & McKenna stand, where a large demonstration layout, designed so that all can see clearly the various products demonstrated, will envelop the stand.

On it will run all the latest types of proprietary stock, while a display of special conversions, the latest Marklin equipment and "Hub" power units will prove a great attraction.

GEM will once more show universal operation on Flexi-Trak by means of an attractive layout, the charms of which will be enhanced by the renowned GEM trees.

TO OPEN THE SHOW

3RD—10TH NOVEMBER

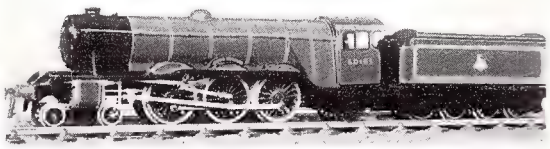
11 a.m.—9 p.m.

Hamblings' stand will display their comprehensive range of "OO" fittings, the famous Bilteezi cards and a small demonstration layout incorporating double slips.

Another working layout will be found on the Hammant & Morgan stand, demonstrating the power and flexibility of their control equipment. For inveterate knob twisters they have rigged one of their S.M.3 solenoid motors so that visitors can operate it for themselves.

The Wrenn stand will feature a working layout demonstrating their well-known flexible track and universal pointwork. All proprietary makes of locomotive will be operating on this layout.

Walkers & Holtzapffel will be displaying a full range of "O" and "OO" equipment, including the popular Romford mechanisms and locomotive wheels.



The popular B/L "Flying Scotsman."

Jennings will be showing their range of universal equipment and proprietary conversions. They specialize in 6ft. x 4ft. baseboard designs, and have a wide variety of equipment for this popular baseboard size.

Slaters' Huminitures need no introduction to our readers, who will remember "Fun With Figures" in the September issue. The modified "O" gauge figures which were used as illustrations will be displayed on this stand.

Robert Wills's range of specialized castings will be well worth a visit from the keen rolling stock modeller.

CCW have a fine selection of kits to offer the coach and wagon constructor, all accurately machined from fine-grain hardwood, together with a selection of special castings and bogies.

Kirdon will be featuring the 10000 diesel kit and a new motor bogie incorporating the K motor.

Bradshaws' stand will feature the well-known Rivarossi range, while associated with them will be the British Revel range of plastic kits, on show to the public for the first time in Britain.

The Hornby-Dublo layout will, we feel sure, be the focus of many visitors' attention. Absolute reliability can be forecast for this popular system.

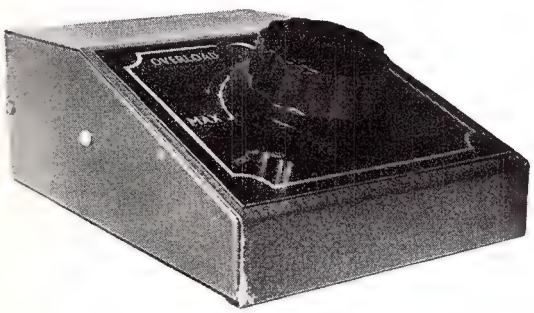
Modelcraft will display their popular range of building kits and model railway publications.

The new Bilteezi forge from Hamblings.

B. J. Ward, of Mastermodel fame, Douglass Models, specialists in narrow gauge, and Rawlplug will have showcases displaying their products. Catalogues will be obtainable from the organizers' information stand opposite the main entrance.

Our esteemed contemporaries, *Model Railway News, Railway Magazine, Railway World* and *Model Railway Constructor,* not, of course, forgetting the RAILWAY MODELLER, will all be present. From these stands a wide variety of hobby and prototype publications can be purchased.

To support the trade stands there will, as usual, be a selection of representative amateur work, organized by the leading clubs. These displays are always an attraction in themselves, but this is essentially a trade show and should not be missed by anyone.



The "HUB" Mk. III unit.

***Do It Yourself !* No. 11**

MAKE A PORTABLE "OO" LAYOUT

by C. J. Freezer

THERE is, of course no such thing as a beginner's layout. There are bad and good layouts, simple and complex layouts, and so, to save trouble both now and in the future, the beginner is advised to build a good simple layout. The small layout shown here is, I know, fun to operate, for one of my early layouts followed the same plan ; I have merely added certain items that experience showed to be desirable, and corrected one or two snags in the baseboard design—incidentally simplifying the construction into the bargain.

The layout is drawn as a portable scheme, though it is equally suited for a permanent structure. It occupies, when erected, an area 8ft. x 6ft., though the total surface area of the baseboards is slightly less than the popular 6ft. x 4ft., and could, if necessary, be cut out of one of these with very little waste. As an inset, I show how four 4ft. x 1ft. and one 4ft. x 1ft. 6in. bases could be used as an alternative.

Fig. 2 shows the perspective arrangement of the frames and legs, which are constructed throughout from 2in. x 1in. prepared timber, screwed together. Fig. 3 gives the overall dimensions of the six baseboards: there are two of each type needed. Only simple butt joints are necessary, except along the middle brace on baseboards 1 and 2, but if your carpentry is good enough you can use halved joints throughout. I would recommend screws in preference to nails, inserted through drilled and countersunk holes as in Fig. 4. Fig. 5 shows the design of the legs, which are hinged to the baseboards as shown. One leg is needed for each baseboard, and in addition baseboard 1 will need an extra leg.

The top surface of the baseboards must be made from wood fibre insulation board. There is no other material to equal this for laying "OO" gauge track of any description, quite apart from the fact that it is the cheapest composition sheet available. It can be cut to size with a heavy, sharp knife (I use the large X-acto), it deadens sound, and it is soft enough to allow pins to be easily inserted yet firm enough to hold them securely once in place.

Struts are shown fixed with coach bolts and wing nuts, but these are only absolutely necessary on baseboards 1 and 2, for once these very substantial sections are erected they will steady the whole erection —hence their comparatively large dimensions.

To prevent damage to the delicate edge of the softboard at the mating faces, a facing strip 2½in. deep by ¼in. thick is screwed to the edge of each baseboard where the sections join ; for neatness it can be run round the entire edge, though ⅛in. hardboard is really quite sufficient for this purpose. Hardboard, moreover, can be cut to a contour to support cuttings.

Fig. 7 shows how the sections are joined together by means of 2in. brass flap-back hinges screwed across the joints. The pins are removed and replaced by close-fitting wire handles, which can easily be removed. These hinges provide absolutely accurate register between the sections, yet the joint can be broken in a matter of minutes.

Tracklaying on softboard is ridiculously easy. You begin by marking out, with a soft pencil, the line the track is to take, then you glue the cork ballast underlays on top, roughen them and stain with diluted rail paint—or any other colour you may fancy, for ballast can be black, brown, light grey, green (in sidings) or any intervening shade. A judicious use of colour here will add considerably to the realism of the finished trackwork. I do not propose to go into detail on the tracklaying, for modern "OO" gauge track from reputable manufacturers is very simple to lay provided the maker's instructions are followed.

Some people are puzzled as to how to join the tracks at section breaks, but this is arranged quite simply by first screwing or pinning to the facing strip a phosphor-bronze or brass contact spring. There will be two of these facing one another across the joint in firm contact, and thus, if the rails are laid across the joint without a break, soldered to the contact strips and then cut along the joint with a fine-toothed saw, such as the X-acto razor saw, the tracks will be in perfect alignment and full electrical continuity will be assured (see Fig. 8).

Fig. 9 shows, in reasonable detail, the wiring for two-rail. All that is needed is a single combined power unit/collector and four on-off switches. These are mounted on baseboard 3, and, as can be seen, two of the feed points are on other sections. The wires to these feeds can be carried through the hinges or additional pairs of contact strips along the mating edge.

Point control is concentrated on baseboard 3, which contains all but two of the station points and the three points to the storage sidings. The release crossover on baseboard 4 can be worked from a separate lever conveniently mounted on the end of this section, and thus all station points can be worked by Mercontrol tubing (from Hamblings). The three points on baseboard 5 are, perhaps, best worked by point motors.

The signals can be worked electrically or mechanically. Semaphores have been shown, but colour lights are equally applicable. I have shown only the basic signalling. Strictly speaking, ground discs should be added, but this can well wait until the line is farther advanced. However, the main signals are essential ; moreover, by choosing appropriate patterns you can easily give character to the line.

This covers the basic construction. Next month I shall deal with the operation and round off a few small details.

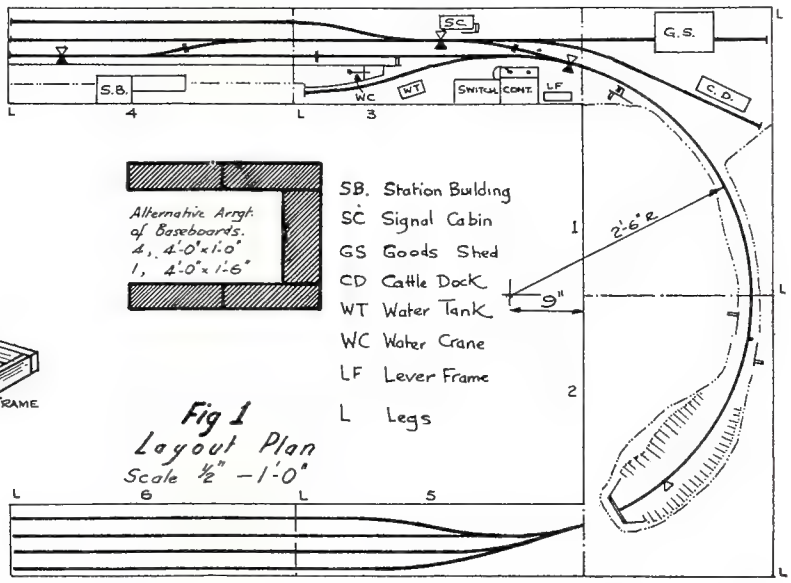


Fig 1
Layout Plan
Scale ½" – 1'-0"

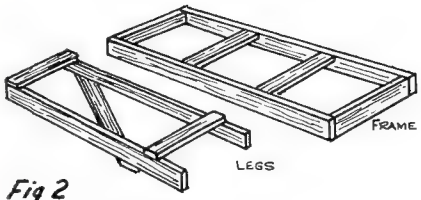


Fig 2
Arrangement of Legs & Frames

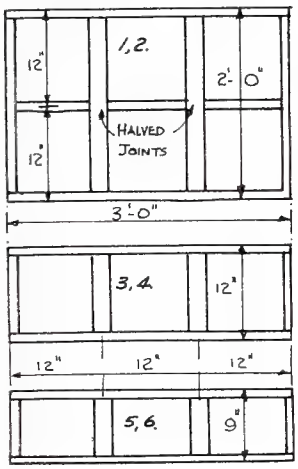


Fig 3
Plan of Frames
Cut from 2"x 1" Timber

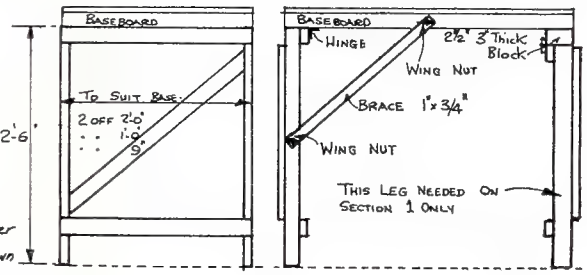


Fig 5
Plan of Legs
Cut from 2"x1" Timber
Unless otherwise shown

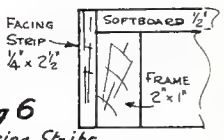
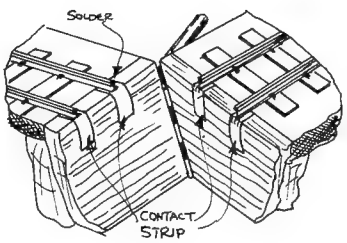


Fig 6
Facing Strips

Fig 8
Contact Strips
Make from ¼" P.B. or Brass Strip



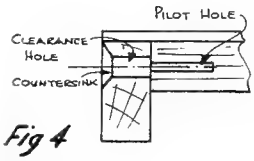


Fig 4
Drilling For Screws

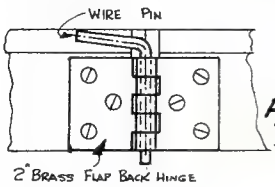
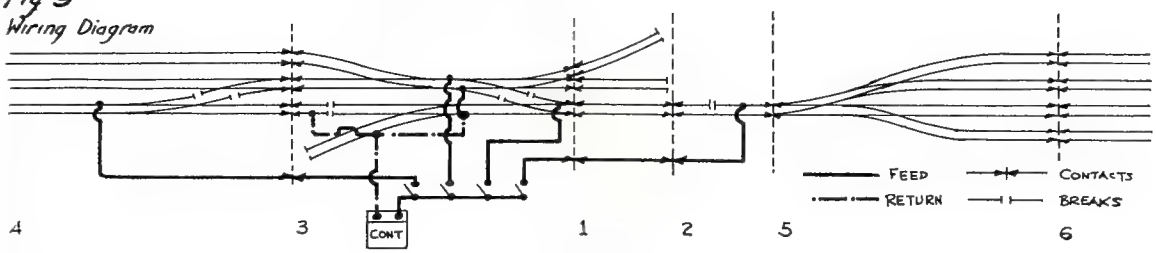
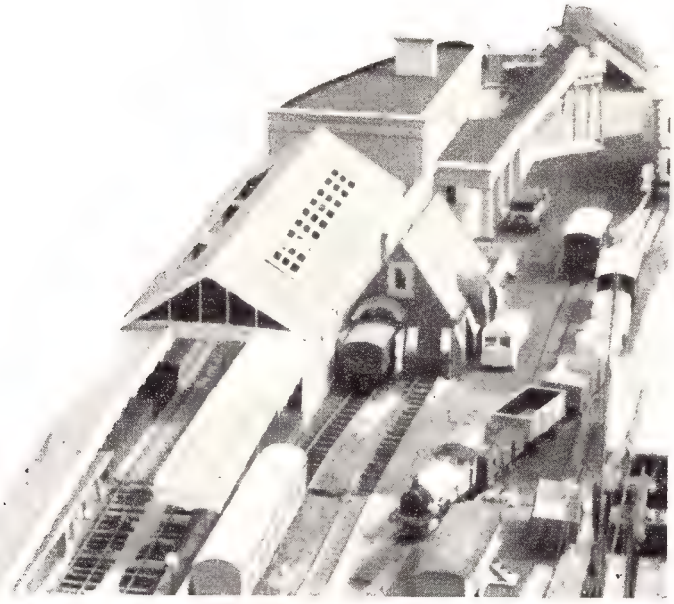


Fig 7
Section Joints

Fig 9
Wiring Diagram



MODELLING A TERMINUS BUILDING IN "OO"



by Stanley Elson,
A.R.I.B.A.

QUITE recently the terminus at Cockle-Sea Creek, home of the Potters Heron Railway, was surveyed, and I thought that readers would like to see the drawings and photographs of this rather interesting building.

The terminus was supposedly built for the Potters Heron Railway in the early 1870s, and although its design is reputed to have come from that genius Isambard Kingdom Brunel, who, it is admitted, died some ten years previous to the issuing of the drawings, it can be firmly stated that it was the work of a local architect, James Peabody Wyatt.

The style is a late example of Greek revival, and its severely classic proportions, devoid of any ugly Victorian ornamentation, still command admiration even in this age of reinforced concrete and prefabrication.

Although the building may appear large for such a small town, the fact that it also houses the board rooms and a small club for the directors of the Potters Heron Railway explains its size.

The drawings and photographs (taken during the recent redecoration) are sufficiently self-explanatory, but a few words on the method of construction will assist those modellers who wish to make a similar model for themselves.

Prior to the actual construction of the building, it is important that full-size drawings should be made, and I have found that time is saved by drawing any of the buildings I construct on thin card. It is obtained in a variety of colours in sheets 20in x 25in. from practically any art dealer. It is about the same thickness as a postcard and costs approximately 7d. a sheet.

By drawing the building on this card, which can be used in the actual construction of the building, there is no need for the bother of laboriously transferring a great many sizes from the original drawing on to the modelling card. The system of construction is given below.

1. Draw the elevations of all walls on the card. Doors, windows, surrounds, architraves and columns should all be included, as should the courses of the stonework on the ground storey.

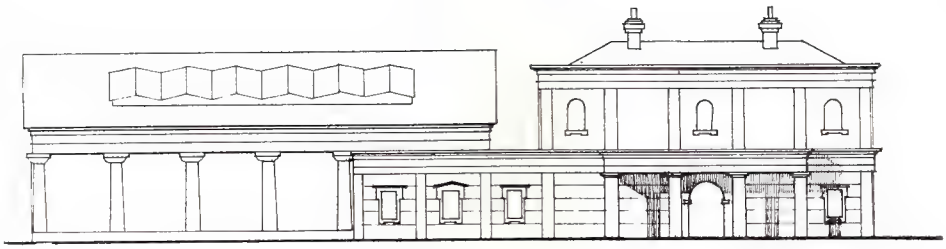
At the same time the outline of the walls should be drawn on thick cardboard or strawboard, those for the longest walls being of the correct length, and those for the side walls being drawn short by twice the thickness of the card used.

2. Using a sharp cutting tool and a steel straightedge, both the thin and the thick card are then cut, but care should be taken to ensure that the edges of all the openings in the thin card are free from being woolly or frayed. When this has been done, the openings are traced on to the board, using the card as a frame and a very sharp pencil. These openings should then also be cut out, but ensure that the blade is kept upright. As the thin card will cover the board, it does not matter if the cuts cross at corners and this will also ensure that the openings are cut clean, which is most important.

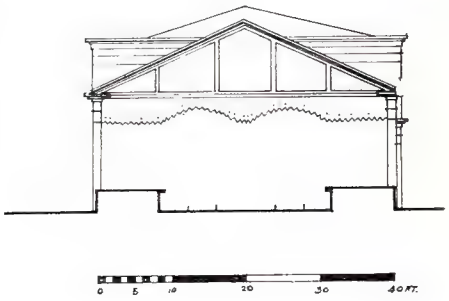
3. When the four walls have all been cut, three pieces of cardboard are cut to fit the inside of the building, to represent ground and first floors and flat roof.

4. Using the thin card again, the window and door openings should be marked on, using the thick card as a former. They are then cut out. Taking a second strip, the windows are again traced through, but this time a horizontal line is drawn across halfway up the opening (see sketch) and each section, now two per window, is cut away. If the knife is drawn along ½—1mm. inside the pencil line a good representation of a frame is obtained.

When all windows have been cut they should be firmly glued to the *backs* of the thick card, ensuring that they are square to the openings. The windows may now be "glazed" either with celluloid or with black paper on which the glazing bars are marked,



side elevation.



Elevations of
Potter's Heron station.

using white ink or poster colour and a ruling pen, before gluing home in position.

5. Before any further detail work is attempted, the thick cardboard forming the main structure should be firmly glued together, using plenty of angle section pieces of thin card, and the roof should be recessed ½in. from the top of the walls (see diagram). When set, this method provides an extremely rigid box and can take quite a few bumps—an essential point if your railway, like mine, is portable.

6. While the glue is setting, the main detail work can be built up on the thin card templates, using the pencil lines as a guide.

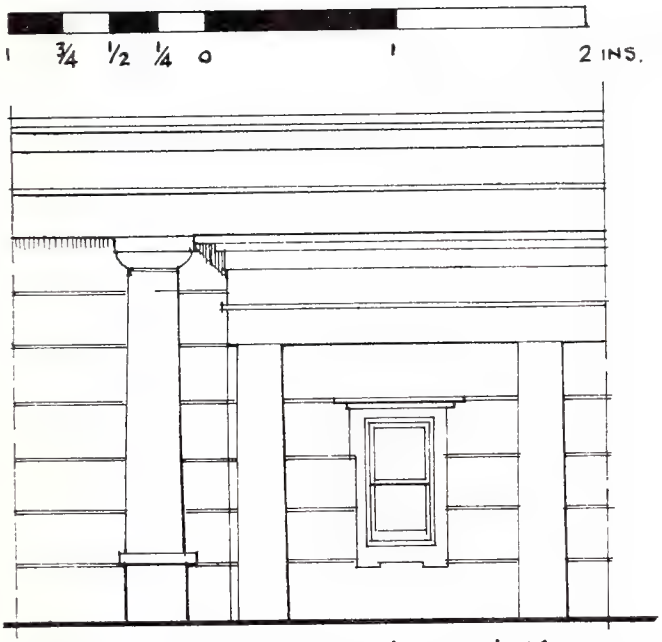
First, however, the stone courses, if not already cut, should be made while the template is still bare.

When this has been completed, the friezes and architraves are added, using a card of medium thickness. The side wall friezes should be cut to the full width of the template, but those on the front (and if necessary on the rear) walls should project by the thickness of the card at either end. A thin band cut from the thin card is then glued on to the frieze approximately one-third of the way up and a thicker band of the medium card glued to the top (see sketch). Ensure that all the friezes are cemented parallel to the base line, and that they are all at exactly the same height.

7. Using the medium card again, the columns should now be cut out, with a very slight taper so that the top is narrower than the bottom. They are then glued into the correct positions and column caps and bases are added as indicated on the plans.

8. The outer window frames are now drawn on the thin card and cut out, and then glued into place. The small capping can also be added at the same time.

9. When the walls have been finally completed, they are glued to the "box," which by now should be quite rigid, and such details as the cornices can be prepared and glued into position. To make a good



detal. junction of station & platform buildings.

job the ends should be mitred and a small piece of thin card glued under the joint to make it firm.

10. The portico over the main entrance is built in exactly the same way as the main building, except the columns, which can be either built up, using the thin card (scribing each corner to make a clean, sharp bend), or carved with a slight taper from a piece of ½in. square obechi or other similar softwood. The use of balsa is not advised because its open texture renders it very difficult to obtain a nice smooth finish without a lot of tedious preparation in the way of fillers, etc.

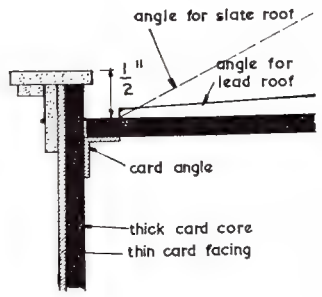
The roof of the portico (see diagram) is slightly pitched, and is made of thin card. Strips of card or thin wire are then glued on to the roof at 8mm. centres, to represent the joints in either the copper or lead sheeting which it is meant to represent.

11. The roof of the main building is now marked out on the thin card, and after this has been cut out it is glued together, using angle strips and thick cardboard formers (see diagram) for rigidity and strength. This can then be finished with either tiling or slating paper if the pitch is 30° or more. However, if so desired it may be finished to represent lead or copper roofing, in which case the roof pitch should be lowered to about 5°. In either case, this should be done before gluing to the flat roof of the "box," as it is much easier to handle this way. The chimneys are now made and glued home.

12. The walls to the platform structure are built up in exactly the same way, except that there is no roof or floor to keep the structure rigid. An end wall up to the glazing in the gable is made for one end, but as this obviously cannot be done for the other end I advise modellers to wait until all walls have been completed and then stick them on to the model, using single strips again, and temporary bracing to keep the walls square while drying.

The top should be reinforced with permanent struts of T formation (see sketch) at 9in. to 1ft. centres. The top bar should be about 1in. to 1½in. wide and the leg as long as possible, so as to clear the tallest loco or coach.

13. The platform roof can now be built, but in this case a thick sheet of board with a thin sheet glued either side, forming a ply construction, is used.



ROOF PARAPET.

The roof lights are cut out, and then, using thick cardboard or plywood formers, cut with a projecting tongue the depth and length of the tee beam leg, the roof is glued together, using plenty of angle strips for strength.

14. When the roof has fully set the details can be added. The cornice is formed with the medium card, as for the other building, and the end and roof glazing is made up, using the thin card strengthened as necessary, and finally glued into place.

15. If the roof has been properly made it should be a tight fit, which will keep it in place, but should one of the trains be derailed the roof can easily be lifted off for access.

16. The walls are now ready for painting, and as some people use oils and others use poster colours I leave the choice to the modeller.

The colour scheme will, of course, vary according to your own company, but mine (when I get back to England again) will be finished in a pale cream with mushroom-coloured columns, friezes, etc., and white painted woodwork, weathered and smoked to give a mellowed appearance.

One final word. If you use balsa cement for gluing the smaller details together, be very careful to keep the stuff from spreading, as it is most difficult to paint over afterwards with ordinary poster colour.

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R (for Tri-ang)	3/1	21/–
T (for Trix)	3/11	27/3
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Point levers: Uni-lever		1/10
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Rail paint		1/4

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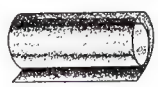

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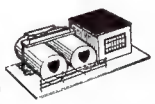

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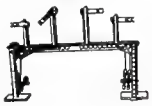

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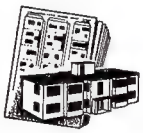

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LINDBERGH AND REVEL PLASTIC KITS STOCKED

MORE FUN WITH FIGURES

by John H. Ahern

MESSRS. Wehrli and Millen seem to have got their dress periods a trifle mixed (R.M. September 1956), or do we suspect that someone at the blockmakers contrived to mix up illustrations 7 and 8? I am inclined to favour the second explanation,* but in any case the bustle had gone right out before the end of the nineteenth century. As a matter of fact it started in the sixties, disappeared for a time, and was revived in the eighties and early nineties. For the benefit of readers who are interested in period modelling, I have drawn a selection of typical figures from 1860 to 1914. My object is not to intrude on the pages of R.M. with a "pageant of fashion through the ages" but to present only just as much as a skilful modeller should be able to apply in 7mm. scale, if not in its entirety in 4mm. Naturally it has not been very easy to simplify to the required extent, but at least the drawings should help by giving the modeller a clear picture of what he is aiming at. It should be remembered that few people dress in the height of current fashion in any age, and styles of dress persist for a long time, especially in country districts. Hence the modeller does not have to be too fussy to a matter of ten years; the important thing is not to *anticipate*. That means that you should be careful not to present the styles of the nineties in an 1870 setting for example.

In the following notes I have confined myself to indicating the characteristic points which should assist the modeller to achieve a true period touch.

1860. The full crinoline. Note the pyramidal effect which is so characteristic of the period. I have shown the figure in a coat which necessarily emphasizes this effect, but the bodice, if visible, would correspond in general effect fairly closely to the styles shown for 1870 and 1880. When no coat was worn it was quite usual to throw a shawl over the shoulders so that it partly covered the back and the ends hung down in front. Note how the rather full sleeves flare out below the elbow. Dress sleeves could be similarly shaped, but were not invariably so. The "pork-pie" hat was very popular. The hair was worn in a chignon (a fine net bag) very low down on, or even below, the nape of the neck. I have shown this more clearly in the side view 3. This is one of the most characteristic features of the period and should be suggested if possible. Various forms of poke bonnet were still worn, but would appear to be more difficult to model than a hat, due to the upstanding brim (2).

1870. The crinoline has gone but dresses are still very full. An overskirt is drawn up in elaborate flounces and the material is draped and fussed up at the back over a bustle. Hats are generally small. The hair is drawn up more on to the top of the head and the hat tends to tip forward over the brow. The flared sleeves of the previous decade have largely disappeared, but elaborate lace cuffs are worn, which sometimes produce a slightly flared effect.

1880. For our purpose the style does not differ very much from that of the seventies. Skirts are, perhaps, rather less full. The bustle now attains its most extreme development. Overskirts are still flounced and looped up in various ways. Hats are still small, although much decorated. The hair is worn, if anything, rather higher, pushing the hat farther off the head.

1890. At the beginning the bustle is still worn (6), but it disappears for good as the decade progresses. The flounced overskirts have also gone. Very full "leg-of-mutton" sleeves appear and often attain exaggerated proportions, rising high above the shoulders. The part of the sleeve below the elbow is always close-fitting. Note the effect suggestive of very large lapels, widening out to cover the shoulders completely (7). The fronts of bodices were often elaborately frilled in this manner.

1900. The double cloak (8) produces a "three-tier" effect. This, with the flat-brimmed hat perched high up on top of the hair, gives a very characteristic outline. Note how the skirt, after descending almost straight down, appears to flare out in about the last foot before reaching the ground. This also is typical of the period. Exaggeratedly tight waists are fashionable and the tight lacing seems to give the upper part of the figure a tilt forward (9). High boned necks are worn. This is so typical of the period that it is worth while to consider if the effect can be reproduced with the plastic figures, which, for obvious reasons, have their heads set rather tightly on their shoulders. One might get something of the effect by filing, or shaving, the shoulders a little lower, or an enterprising

(continued on next page)

* Sorry, we slipped.—C.J.F.

MIDLAND MISCELLANY

No. 4

By N. S. Eagles

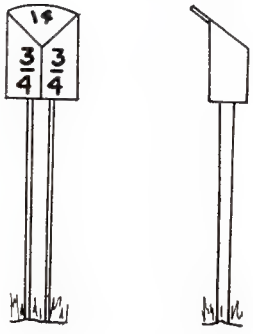
Drawings by Leslie Forrest.

Mile-post at Ribblehead.

Mile-post at Radlett.

The drawing shows a standard Midland mile-post casting. Such castings were erected either on wooden posts or on lengths of old rail. The photograph taken at Radlett (Hertfordshire) is an example of the latter. In isolated instances, such as Ribblehead and Settle (Yorkshire), the casting was fitted on to the station building about eight feet from the ground. The second photograph shows the mile-post on Ribblehead station, and the height can be judged from the guttering over the station waiting room, which is at the same level. A different form of mile-post was used when the mileage was a whole figure, and this is illustrated in the third photograph.

Mile-post at Appleby.



Scale : 8mm.=1 foot.

MORE FUN WITH FIGURES *(continued from previous page)*

modeller might manage it in this way: remove the head and drill a pin-size hole up into it from below. Drill a similar hole down into the body and remount the head on a wire dowel with plenty of cement. Be careful not to overdo the length of the neck ; there is a natural temptation to exaggerate.

Most hats have rather large brims ; they seem to balance on top of the head and sometimes attain an almost grotesque degree of elaboration in the trimmings. Sleeves are still puffed as in the previous decade.

1914. This is the hobble-skirt period. The figure tapers down almost to nothing at the ankles. Various forms of overskirt are worn, the example shown being typical. The bodice is sometimes caught together at the neck and allowed to open out towards the waistband. The hat is worn low on the head so as to partly cover the brow, thus forecasting the " cloche " style of the 1920s.

I think it will be understood that in a condensed résumé like this it is difficult to avoid being rather arbitrary. At all times there were very considerable variations, whereas I can only give a composite impression of what seems to me to be most typical of each decade.

The reader may wonder why I have not included any examples of masculine attire. This is partly out of consideration for the Editor's valuable space and partly because masculine styles change more slowly and there is generally less you can do about them in a miniature figure. However, here are one or two pointers which may be useful. During the nineteenth century everyone did not dress like Mr. Gladstone or Pecksniff. Contrary to a popular belief, the reign of the " topper " was already seriously challenged in the eighties, except for formal wear. By that period men had a choice of the bowler, the boater, the deerstalker cap, and a form of headgear which was something between a hat and a cap. It was made of tweed cloth and had a narrow turned-up brim all round. It was often made of the same material as a suit.

The Norfolk jacket, worn with knickerbockers, appeared in the nineties. These knickerbockers had no fullness below the knee and were quite different from the plus-fours of a later age. I think soft collars, for sport and country wear, made their appearance about the same time. Throughout the period considered here, coat and jacket lapels were usually smaller, and finished higher up, with a smaller opening at the neck, than is the custom now. Jackets were quite waistless in the seventies and contemporary illustrations suggest that it was the custom to button them by the top button only, so that they opened out in a narrow inverted V below. In the later decades, however, jackets, and sometimes overcoats, were definitely waisted.

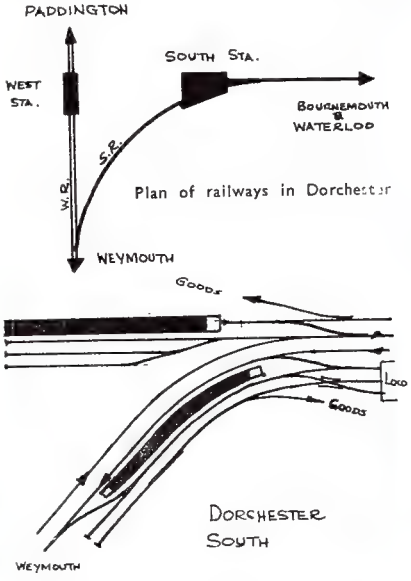
A little book at a reasonable price, which is highly recommended, is *Nineteenth Century Costume,* by James Laver, published by H.M. Stationery Office for the V. and A. Museum at 5s. Those who cannot reach a branch of the Stationery Office, or South Kensington, may be glad to know that the book can be ordered through any bookseller. It is made up of very good reproductions of fashion plates of the various periods.

Prototype of the Month

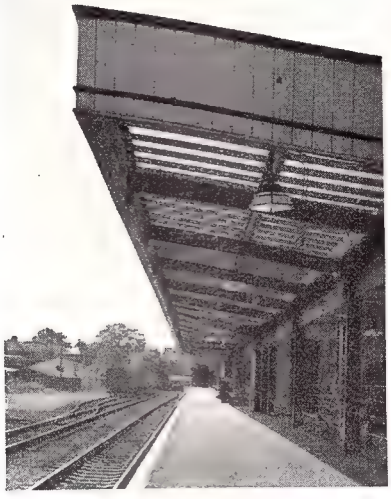
THAT ODD CORNER

HAVE you ever designed a layout that necessitated your backing a passenger train into the terminal platform and reluctantly abandoned it as not being in accordance with prototype practice? Well, you were right first of all, for at Dorchester South that is exactly what happens. Every up train has to back into the up platform, which only goes to show that there's a prototype for everything, and that the full-sized railways are possibly less interested in "prototype practice" than we are, for they seem to ignore the rules!

Dorchester South has another attraction for the modeller, for the trains are divided at Bournemouth, and thus only comparatively short rakes are to be seen, though all S.R. express types regularly use the route. Last, but by no means least, the station is ideally suited for a corner location. What more do you want?



Plan of railways in Dorchester



Top of page: the attractive main buildings—simple brickpaper construction with card overlay.

Centre left: a view along the up platform.

Centre right: coaling in progress at Dorchester South. No elaborate plant, just a couple of wagons and a crane—ideal for the space-starved!

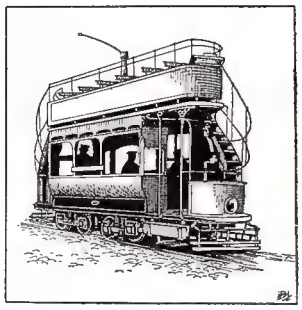
Bottom: looking across the station throat to the down platform and signal box.

TRAMWAY MODELLING

in 4mm. Scale

by P. D. Hancock

Part 4—Overhead Wiring



IN many respects the overhead is the most important part of a tramway system, and the methods involved in its erection are substantially similar whether one is building a system to be operated by pantographs or by trolley poles. For pantographs, however, one has to take care to keep the wire as near the centre of the track as possible, and this will necessitate far more "pull-offs" on curves than would be necessary for trolleys (Figs. 12 and 13). On the other hand, trolleys require proper frogs to be installed in the overhead, whereas pantographs or bow collectors can slide quite easily under a simple diverging wire.

Phospor-bronze, copper and nickel-silver wire are all fairly good materials to use for the actual overhead wire, and different modellers have their own ideas as to the respective virtues of each. In this respect, however, I myself follow the "teaching" of the American trolley expert Bill Schopp, and favour the use of soft copper wire of about 26 s.w.g.—the sort of stuff you buy in any radio shop. It does not even matter if you have to take enamel-insulated wire, since the enamel is easily removed by pulling the wire through folded sandpaper. The soft wire is, on the whole, very much easier to work with than springy wire, and it provides a much neater appearance when up, since it can be hung really tautly, and any kinks that develop can be pulled straight simply by drawing the wire firmly through your fingers. It helps, incidentally, to stretch the wire before use, and this is done by holding one end of a length of wire in the vice and pulling on the other with a pair of pliers.

Supporting Posts

These can be as simple or as elaborate as you wish, and a number of designs which could be soldered up from steel or brass wire and strip are shown in Fig. 18. When it is intended to hang a span wire between two posts they should first of all be bent back at an angle of anything from fifteen to thirty degrees. The wire is then attached to one post, looped around the other, and pulled tight until the posts are vertical. This ensures that the span wires are really and truly taut, and obviates any tendency on the part of the posts to lean inwards towards the track.

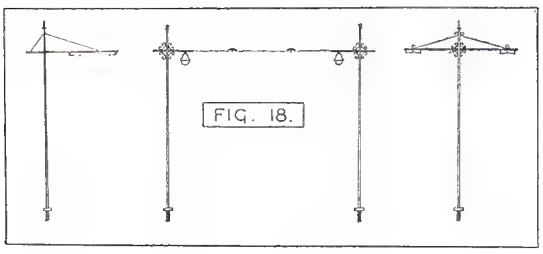


FIG. 18.

The modeller could also make use of the new plastic posts as sold by Bradshaw Model Products Ltd. These posts are designed to take ordinary nickel-silver bullhead rail, but it is a fairly simple matter to devise some form of fixing suitable for the more realistic wire. One method which the writer has used is to fit each post with a very short length of bullhead rail, solder a "stop" at each end of the rail, and solder a wire hanger to the bottom of the rail.

Hangers

These may be made from springy copper or bronze wire bent as shown in Fig. 19. If desired, the shank could be passed through a small bead to give a neater effect (Fig. 20), while if strength is required above all else the ends of the hanger can be bent up and crossed over the span wire as in Fig. 21. This is another idea from Bill Schopp, and although it may not be strictly prototypical it certainly helps to prevent hangers breaking away from their wires, since no fewer than three connections are provided with the span wire.

Hangers for pull-offs are made in the same way (Fig. 22). The shanks (A) should be bent down so that the pull is taken from below the height of the live wire. Here again a head or small length of tube could easily be slipped over the shank, or else a thin fillet of solder could be run along it.

Soldering the live wire to the ears of the hanger is not nearly such a difficult job as some people seem to imagine. All you do is to hold the hanger in place over the wire (if necessary with the aid of clothes pegs or paper clips), put a drop of flux on each ear, and hold the soldering iron flat against the two wires. The solder should flow easily between them and make a solid, smooth join. Provided there is not too much solder on the iron, you should not even need to do any cleaning up. If the joint does "blob," however, you can simply "wipe" it clean again with the iron and try again. If the worst comes to the worst you can always file the soldered joint nice and flat—an awkward job in mid-air, but not an impossible one.

Insulators

Insulators are necessary if you want to isolate two overhead wires, or if you want to isolate the wires from the supporting posts.* They can take numerous forms, and almost any convenient insulating material can be pressed into service. A short

* This latter contingency usually arises when the posts are to carry street lamps as well as the overhead.

length of thin, tough fibre, or even celluloid, with two holes drilled in it does as well as anything (Fig. 23), but some modellers prefer to use small glass beads of the type which have a fairly large internal hole (Fig. 24).

When attaching a wire, you simply slip an end through one of the holes and twist it into a loop as indicated in the drawings. There is no need for any solder.

Frogs and Crossings

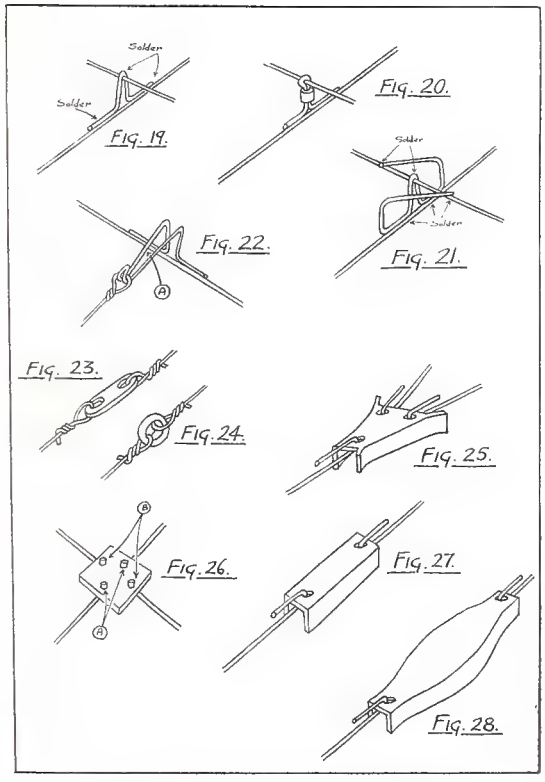
For use with pantographs or bow collectors an overhead frog need consist of nothing more than a small triangular sheet of brass with three holes for the wires, but for use with trolleys it must be provided with side guards, and it then becomes a proper pan frog (Fig. 25). This is easily bent up from thin sheet brass, and the ends of the guards should be flared out with a pair of pliers.

The actual position of the frog in the overhead is not as critical as might be imagined, but the usual rule is to place it one-third of the way from the rail frog to the toe of the point. There may be situations, however, where it will be found that better operation is obtained with the overhead frog directly above the rail frog, and it is customary to offset the overhead frog slightly in the direction of the turnout.

The pan frog, of course, is a very primitive kind of overhead frog, but it works, and that I imagine will be the main consideration with most people. There is, however, nothing to stop the modeller from designing and installing frogs complete with wing and check rails !

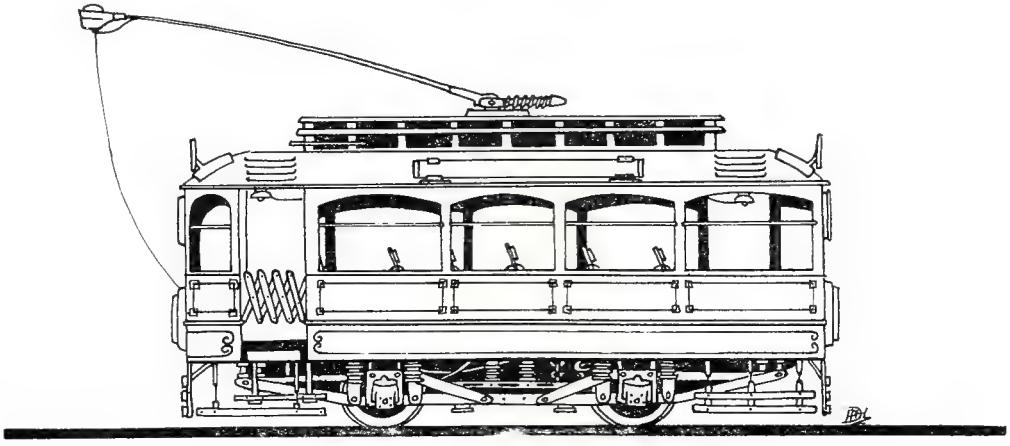
Crossings, for both trolleys and pantographs, consist of small flat plates with holes for the wires in the required positions (Fig. 26). For use with trolleys, the distances between AA and BB should be just slightly more than the width of the trolley shoe.

Ordinary connections in the overhead are made in the same way, either with flat plates for use with pantographs or with inverted troughs for use with trolleys (Fig. 27). The troughs are bent up from the usual thin sheet brass, and should be wide enough to take the trolley shoe, but not so wide that the shoe could swivel round while travelling inside the trough and so fail to engage the wire upon emerging. This, of course, is why the trolley shoes must have flat sides, and why they should be longer than they are wide.



Troughs can be of any required length, and apart from their use in joining up different lengths of wire they can be employed to good effect underneath bridges. Inside car sheds they may be opened out into quite wide pans, while smaller pans may be sited at points on the line where the trolley-pole has to be reversed by hand, and where it is necessary to get the trolley quickly back on the wire again (Fig. 28).

Concluded



JUNIOR MODELLER

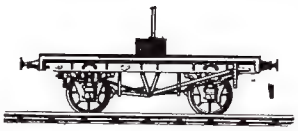
Vehicles and their uses

BOLSTER WAGONS

THE bolster wagon is perhaps the most versatile of special-purpose goods vehicles. There are three main types, the plain bolster, which consists of a flat chassis carrying a single swivelling bolster, the twin bolsters, which consist of two such wagons permanently coupled together, and the bogie bolster, which, as its name suggests, is a bogie chassis fitted with a number of bolsters.

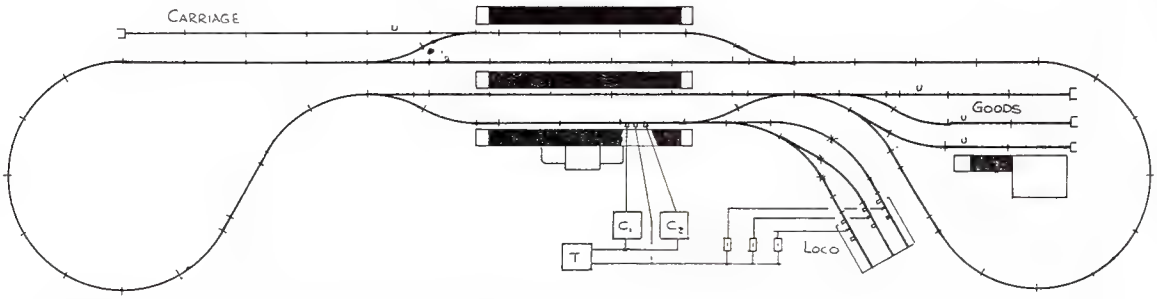
The purpose of the bolster wagon is to carry long, thin loads, such as girders, tree trunks, timber, and so on. As such loads vary considerably in length, the twin bolster, which is the true basic vehicle, may be too short, and therefore an additional bolster wagon is often coupled to the twin to span the load. However, if this does not permit sufficient flexibility a match truck is used instead. This useful vehicle is a simple chassis, with no provision for carrying a load, and is used merely to separate vehicles should the load overhang too far for convenience. Needless to say, should a match truck not be available a convenient low-sided wagon is pressed into service.

By means of a combination of bolster wagons and match trucks any reasonable length of load can be accommodated in the train. The important point is, of course, to provide sufficient flexibility to enable the train to negotiate curves. On the model line this is, of course, a more pressing need than on the prototype, except when the load is passing over industrial or dock sidings, whose curves are something of the order of those found on the model railway! Therefore the modeller should take particular care when securing his model load to the wagon, either by means of fine chain or thread, to see that sufficient flexibility is preserved.



Loads for model bolster wagons are fairly simple to acquire. Stout twigs, carefully trimmed with a fine saw and suitably chipped on the "butt" end with a fine knife to simulate the woodman's axe, are perfect miniature tree trunks, complete even to scale bark. Heavy girders can be represented by suitable lengths of curtain runway, some patterns of which are neat I girder sections. They should be painted red oxide to give the authentic picture. Small lengths of tubing will represent heavy pipework, while a search through the scrap-box will almost certainly reveal many suitable articles which can be used to give life to the layout.

SECTIONAL TRACK PLANS No. 3 : AN AMBITIOUS TRIX LAYOUT



This scheme is for a large, expanding Trix layout, taking full advantage of the twin running features of this popular system. It is intended to occupy a large permanent baseboard of dumb-bell shape, the presence of the continuous run being masked by this particular track formation. Naturally it is not necessary to begin with so elaborate a system, as one can just as easily start with the basic dumb-bell and only the goods sidings, omitting the platform loops, loco depot and carriage siding, though providing room for them on the baseboard. Wiring is shown, isolation of the loco sidings being provided to enable a large stud to be accommodated. If the Meteor set is included in the stock, the carriage siding should also be isolated, and, preferably, an additional siding provided for this train.

COMPONENTS REQUIRED

Straight rails	29
Curved rails	25
Quarter-straight rails ...	13
Straight terminal rails ...	4
Uncoupler rails	4
Buffer rails	4
R.H. points	7
L.H. points	4

Isolating tabs placed between the centre-rail contacts at X

COVER YOUR BASEBOARD!

Once you have decided on a suitable layout plan, your tracks can remain permanently fixed to the baseboard for a considerable time, and you can thus begin to build up the scenic accessories. By building up the "ground" to the top level of the sectional tracks, not only will the "toy" appearance of the railway be minimized, but there will be opportunity for introducing an undulating surface into the baseboard proper, thus enhancing the appearance out of all recognition, for where does one see absolutely level ground, apart from on a tennis court or bowling green?

Needless to say, before you begin to build up the baseboard surface the track must be perfectly aligned. Take time over this, check each and every joint for truth, pack up the low sections with slips of card if necessary, and carefully adjust all rails that may have inadvertently become bent. Then check all the wiring. It is perhaps best to run it all under the baseboard, for although it will be hidden from view once the earth mix is laid over the baseboard it will be equally inaccessible should any defect occur, and alterations will entail ripping up large sections of countryside. Admittedly this is in accordance with prototype practice, in that electricity undertakings frequently have to trench to reach power cables, but here is a point where we can well depart from strict adherence to full-size practice!

Having ensured that all tracks, buildings and other large fixed items are correctly located, the next task is to draw out on the baseboard surface the plan of your future countryside. Roads, rivers and other important items must be clearly shown at this stage.

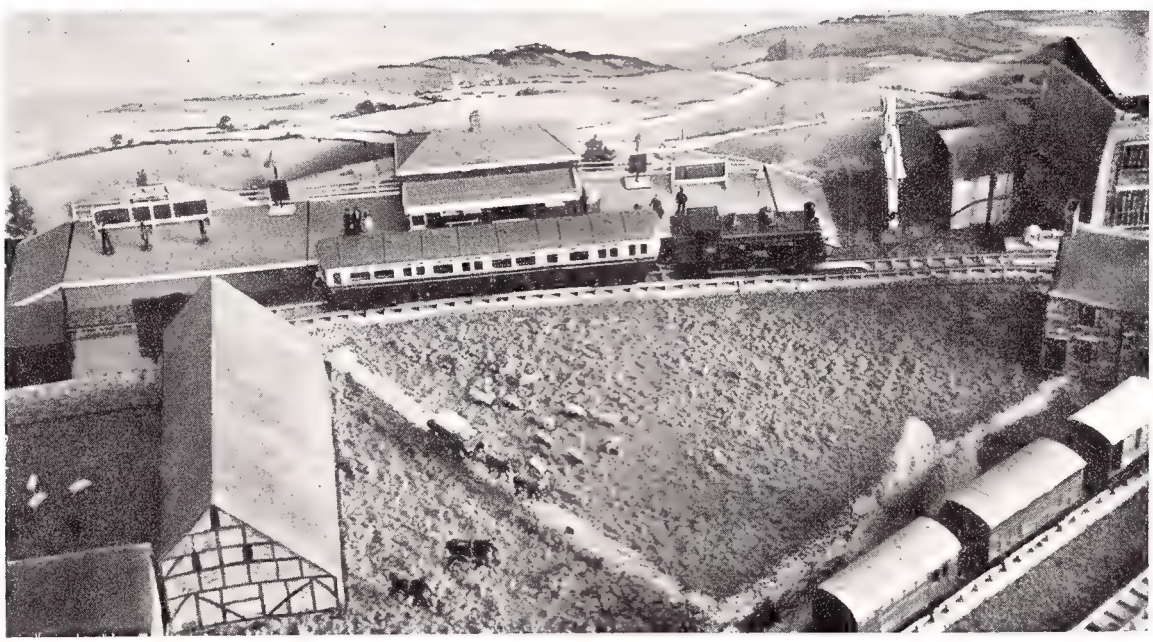
Scenic construction begins with the watercourses and ponds. Two materials can be used here, ripple glass or crumpled cellophane, the former being more suited to lakes, the latter being of more universal application. Paint the baseboard dark green, streaked with brown and lighter green along the line of the streams, etc., then cover with several layers of crumpled cellophane, arranging the ripples to flow naturally. Pin the cellophane down outside the water area.

You now require some earth mix. The basis of this is plaster filler, and for this purpose the proprietary fillers are superior to ordinary plaster of paris. As a considerable bulk of plaster is needed, they should be mixed with granulated cork ballast or sawdust, which forms an admirable filler, and imparts a considerable degree of elasticity to the mass, thus minimizing the risk of cracking. However, the total thickness of the plaster earth mix should not exceed half an inch, so where hills and cuttings are wanted a simple timber frame, covered in wire mesh or stout card, should be erected on which to spread the earth mix.

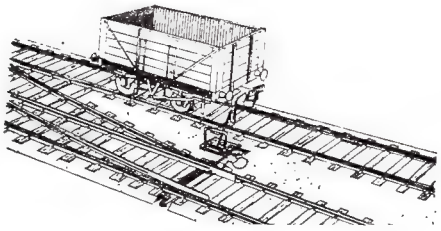
The earth mix is made by mixing together roughly equal proportions of plaster and filler in a suitable receptacle— a tinplate patty-tin or pie-dish is excellent —and then adding water until the resultant mixture is a stiff, dry paste. There is little point in adding too much water, as the plaster will only take longer to dry and the additional moisture will not improve the condition of the rest of the layout!

Having produced the mix it should be spread evenly over the baseboard. Do not attempt to produce the entire depth in one coat, as plaster tends to shrink on drying, and too great a thickness will only introduce severe cracking, quite undesirable unless your layout is to be set in an arid plain! Instead, apply several layers, allowing each coat to dry out entirely before going on to the next, and, at the same time, gradually building up the desired contours.

This view of Mr. F. R. S. Rogers's layout shows what can be done by adding simple scenery to a proprietary track layout.



Peco Topics



CHANGE TO SCALE TWO-RAIL

Part 5

Converting Proprietary Rolling Stock

LOCOMOTIVES

THE conversion of a proprietary locomotive to scale two-rail standards is not a particularly difficult job in itself, but it does involve one or two tasks which call for skill and experience, certain of which are in any case beyond the resources of the average amateur's workshop equipment. Fortunately there are several of our advertisers who have specialized in this line of business, and we therefore advise readers to take advantage of their services. The actual labour charge over and above the cost of materials used is very modest indeed, due to the use of precision jigs and fixtures designed to expedite the work, and as the locomotive is always bench tested and tuned the performance is usually improved. The amateur can, of course, convert his own rolling stock without difficulty, and we propose to describe here how this may be done.

TRIX WAGONS AND COACHES

The existing wheels can be sprung out of their bearings and new wheels inserted. 12mm. Peco spoked nylon wheels should be used for the wagons, 12mm. disc for the coaches. It is usually necessary to slightly shorten the length of axles to fit the narrower underframes. This may be done with a razor blade or sharp knife.

HORNBY-DUBLO FOUR-WHEELED STOCK (except mineral wagon)

All wheels on Hornby-Dublo vehicles run in small tinplate bearings, which are secured to the chassis by turned-over tags. The four-wheeled stock has tags passing through the chassis, visible on the floor of the wagon. First of all, remove the roof or load if one is fitted; van roofs can be slid off, except in the particular case of brake vans, where the whole body must first be removed by prising up the tags securing it to the chassis. The four tags securing the wheel bearings are directly above the wheels. Gently lift up those on one side only, whereupon the wheels will drop out and can be replaced with Peco spoked nylon wheels. The tags are finally bent back and the roof or load is replaced.

HORNBY-DUBLO MINERAL WAGON

The die-cast body is secured to the chassis with two combined coupling pins and rivets. As the floor of the body covers the bearing tags, the first task is to remove the body, but in such a manner that the rivets can be re-used. To do this make a centre-punch mark exactly in the centre of each rivet inside the body and drill downwards for about $\frac{1}{16}$in. with a small drill. The head of the rivet can then be driven through without materially damaging it, whereupon the body can be removed and the wheels replaced as already described. Next the rivet holes in the body should be countersunk more deeply, and the rivets and couplings replaced. The rivet heads can now be expanded with a centre punch larger than the rivet diameter.

HORNBY-DUBLO BOGIE STOCK

The tinplate tags on the Hornby-Dublo bogies pass through the stretcher. It is usually possible to ease these up with a penknife while the bogie is in place on the vehicle. Thus the wheels can be removed and replaced with 12mm. disc wheels, the bearing tag being bent back after re-assembly.

TRI-ANG WAGONS AND COACHES

The standard wheel mounting on Tri-ang rolling stock is a pair of free-running wheels on a wire axle passing through holes in the axleboxes of the one-piece chassis or bogie. To remove these wheels it is only necessary to drive out the axle, using a suitable punch.

Due to their extreme resilience it is a fairly simple matter to spring Peco nylon wheels into the standard Tri-ang chassis, but it is necessary to shorten the axle by cutting the pointed end off with a sharp knife or razor blade. Having inserted the wheels in place it is now necessary to push in from the outside Peco cup bearings, secured in place with a smear of cement. To finish the job off neatly, the hole in the axlebox should be filled with plastic wood or some similar material, and painted to match the chassis.

IMPORTANT NOTICE

THE FARNBOROUGH MODEL RAILWAY CLUB

Owing to Mr. D. L. Jenkins's migration to Australia early in October, it has been found necessary to elect a new hon. secretary.

With immediate effect, therefore, these duties are being taken over by Mr. K. T. Watts, 26 Fleet Road, Farnborough, Hants, and all inquiries should now be sent to this address.

At a club meeting on Thursday, September 27, Mr. Jenkins (Dave to his many friends) said that although sorry to be leaving Farnborough and the club, in which he had held the post of hon. secretary continuously since its inauguration in 1951, he hoped to continue modelling when settled in his new home down under.

A vote of thanks was proposed for the good work Dave has done during the past five years, and he was unanimously elected an honorary member of the club.

It was decided at the same meeting that the club's "O" gauge layout should be rebuilt for end-to-end running, with provision made for possible future extensions.

Work on the club's "OO" layout is to be speeded up, and during the coming winter it is hoped to hold film shows in the clubroom and to organize outings to London shows, of which more details will be given later.

The club still has room for new members, and anyone interested should apply for details to the new hon. secretary.

Please note that the annual general meeting will be held in the clubroom on Thursday, November 22, at 8 p.m.

CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 59

DESPITE cruel rumours to the contrary, Smokey was born. He acquired his nickname while trying to light a wet fire at a Scout camp with the aid of paraffin. This trait has continued throughout life!

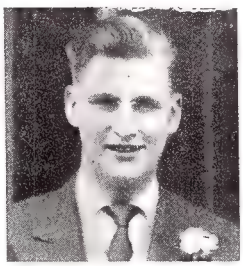
At the age of five he obtained his first train set, a Marx product. This was streamlined and aroused absolutely no interest. Immediately post-war, however, he joined forces with a schoolmate and produced a large "O" gauge tinplate layout stocked with best-quality pre-war clockwork equipment. Perhaps he is one of the last to make this traditional entry to our hobby.

On leaving school he started a 4mm. scale 16.5 gauge line, which began as three-rail but graduated to two, while at the same time Smokey became interested in pre-war lines. Then he joined the Birmingham club, went 18mm., decided he was not skilled enough and reverted to 16.5mm., discovered that he was better than he had thought, so joined the M.M.R.S. (having spent many happy hours with the Manchester bods) and rejoined the 18mm. party. There the matter rests.

His present interests centre mainly on pre-group freight stock of the Midland area. His layout has always been a small one, but rarely survives fresh ideas long enough to arrive at any stage of completion. Meantime he has fun.

T. W. (Smokey) Bourne

Birmingham M.R.C.
Manchester M.R.S.



NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

BIRMINGHAM MODEL RAILWAY CLUB

The Midland area of the Stephenson Locomotive Society is celebrating its tenth anniversary in December, and will stage an exhibition in the R.B.S.A. Rooms, New Street, from December 31 to January 5, 1957. The Birmingham Model Railway Club has been invited to operate its exhibition layout on this occasion. In view of this, and on account of the fact that the main section of the layout has been entirely redesigned, it is expected that between now and the end of the year all track nights advertised will be devoted to completing the exhibition layout.

EPSOM AND EWELL MODEL RAILWAY CLUB

This club meets on the second Thursday of each month at Pit House, Ewell, Surrey, and is always ready to welcome visitors. It caters mainly for "OO," "O" and "S" gauges. The annual subscription is 10/-. Hon. secretary, Mr. L. C. Krailing, 74 Weston Park, Weston Green, Thames Ditton, Surrey.

FURNESS MODEL RAILWAY CLUB

Encouraged by the enthusiasm shown at successive exhibitions held in the town, Barrow-in-Furness (Lancashire) "fans" have formed a Furness Model Railway Club. Membership is open to all interested, from ten years of age upwards.

At the moment the club is without a permanent headquarters, but the inaugural meeting authorized the continuation of negotiations for a permanent clubroom. When permanent headquarters have been established a committee will be elected and a programme drafted.

The officers elected at the inaugural meeting on September 4 were: chairman, Mr. T. Clark; vice-chairman, Mr. J. Maddocks; hon. secretary, Mr. G. E. Rodgers, 55 Parker Street, Barrow-in-Furness. Mr. Rodgers is to act as hon. treasurer pro tem.

The club hopes to attract members from Barrow and the neighbouring towns of Dalton and Ulverston.

THE MODEL RAILWAY CLUB

The club's new premises at Hammersmith (Piccadilly Line) station are well patronized by members and visitors alike during the track night meetings which are held there, and all who remember the old venue cannot but contrast favourably the bright surroundings and modern furniture of the new meeting place (to say nothing of the mod. con. provided) with the previous gloomy arch and Victorian seating arrangements at the ambulance room at Waterloo station.

The club's extensive library is situated at Hammersmith and is in course of being expanded still further to include certain up-to-date books which many members may find prohibitive to buy for themselves.

Talks, illustrated lectures and film shows are held at Caxton Hall, Westminster.

Inquiries to the hon. secretary, Mr. D. A. Boreham, 10b Ealing Road, Northolt, Middlesex.

NORBURY TRANSPORT AND MODEL RAILWAY CLUB

The club was founded in 1935 and organizes one of the many post-war exhibitions which are now held annually. This year it hopes to put on a show without parallel compared with those of previous years, in view of the fact that this is its twenty-first year of existence. Among the many items of transport interest that will be on show will be many working model layouts put on show by the club or by the many local and London clubs which have promised to give support. A number of rare or unusual road and rail publications will be on show, together with a host of relics connected with transport in general. For those interested in photography a special display will be laid on, while for those wishing to relax a film show has been arranged.

The exhibition will be held on November 17, 1956, at St. Stephen's Church Hall, Winterbourne Road, Thornton Heath, Surrey, from 2.30 until 8 p.m. All inquiries should be made to the secretary, Mr. D. Bradley, 19 Stuart Road, Thornton Heath, Surrey.

NOVEMBER MEETINGS

BIRMINGHAM MODEL RAILWAY CLUB
8 Track night.
14 Track night.
22 Track night.
28 Track night.

BRISTOL 7-4-2 CLUB
2 "Railways of Bernese Oberland." Mr. Wm. J. Faulkner.

FYLDE MODEL RAILWAY SOCIETY
13 Open night.
27 "American railroads." Mr. C. Band.

HISTORICAL MODEL RAILWAY SOCIETY
12 "The L.B. & S.C.R." Mr. D. J. W. Brough.

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY
7 "Marshalling." Mr. Lowe.
21 Quiz night.

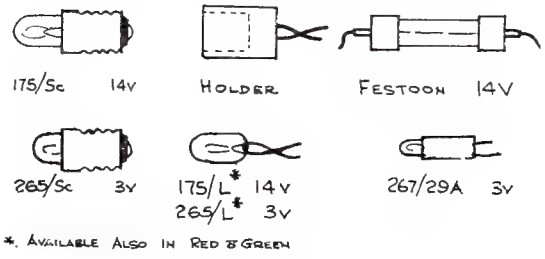
MODEL RAILWAY CLUB
1 Track night: G.W. Hammersmith.
15 Rummage sale. Hammersmith.
22 Track night: L.M.S. Hammersmith.

TEESSIDE SOCIETY OF MODEL ENGINEERS (SMALL SCALE MODEL RAILWAY GROUP)
14 Film show.

WIMBLEDON MODEL RAILWAY CLUB
14 "History of Caledonian Locomotives." Mr. A. J. Thorne.
28 Films.

NEWS AND VIEWS OF TRADE INTEREST TRADE

MINIATURE LAMPS



WE have received from Peter Carter a selection of miniature lamps particularly suited for model purposes, as detailed in his current advertisement. These attractive lights are, as our full-sized diagram shows, extremely small and compact pieces of work, and with certain exceptions are available in 3-volt and 14-volt patterns. For those working on the standard 12-volt we would point out that the 14-volt lamps can be used on this supply with only an infinitesimal loss of light but an enhanced expectation of life—a very useful point in view of the understandably high price of these delicate miniatures.

The 267/29a pattern lamp is the smallest electric bulb currently available, and is supplied in 3-volt pattern only. It is shrouded in a small brass tube, which alongside the minute glass envelope looks enormous. This lamp is particularly suited for use in 4mm. scale street lighting, where the space available is naturally restricted. It seems hardly likely that any appreciable reduction in size is possible, as the thin glass of the bulb takes up most of the room, but if there should be any smaller bulbs available we feel sure Peter Carter will be supplying them.

For more general purposes the 175/L and 265/L (14-volt and 3-volt respectively) will meet the bill admirably. These are, as can be seen, approximately twice the size of the 267/29a, but even so are less than $\frac{3}{4}$in. long and $\frac{1}{4}$in. diameter, and can be used for the majority of miniature lighting purposes. They are available with coloured glasses for use in colour light signals.

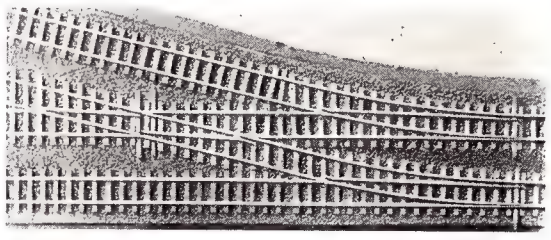
The 175/Sc and 265/Sc are versions of these lamps with M.E.S. screwed caps, which fit into the holder supplied for this purpose. These lamps should be used wherever space permits, as the ease of replacement when this becomes due is quite an important feature. In many cases it is highly inconvenient to have to unsolder the leads to the lamp for replacement purposes.

The festoon lamp, which is available in 14-volt output only, is a particularly attractive fitting for modern stations, for it can be used to represent a fluorescent tube. It is supplied with leads, but as it is fitted with brass end caps it would not, we feel, be unduly difficult to make small brass spring clips into which the lamp could be slipped.

Peter Carter also supplies special units for converting coaches, giving internal lighting and, for brake vans, a rear lamp. These are available in both two- and three-rail patterns, and can be easily fitted to most coaches, following the illustrated instructions enclosed with the packets. By virtue of the extremely low consumption of the miniature lamps, very little drain is made on the power unit, but we would emphasize that it is important to ensure that the power unit is of reasonable capacity—at least 1 amp and preferably $1\frac{1}{2}$ amp output—in order that sufficient current may be available for both train and lights.

There are few more attractive sights than a miniature railway illuminated by only its own lights. With these products, this is within anyone's capabilities.

UNIVERSAL POINTWORK



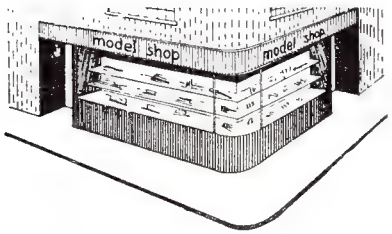
The Liverpool Model Shop has recently introduced an exclusive range of universal pointwork, an example of which—the double junction—we illustrate. The track is of soldered construction, nickel silver flat-bottom rail being used throughout. As can be seen, scale sleepering is used, together with a large radius, and we feel sure that this product will attract the attention of the universal user who wishes to adhere to scale dimensions as far as possible.

40 : 1 GEAR SETS IN NYLON

Messrs. Jennings, of Bexleyheath, have favoured us with a set of their recently introduced 40:1 nylon worm and wheel sets. These gears are identical in overall dimensions to those fitted to the Tri-ang mechanisms, and thus the set, which costs 7/6, will doubtless attract many of our readers who wish to fit these excellent locomotives with a lower ratio main drive, thus enhancing still further the slow-running propensities of these excellent motors, while at the same time reducing gear noise to an infinitesimal minimum.

An exact specification of these fittings is $\frac{1}{4}$in. diameter worm fitting on a $\frac{3}{32}$in. shaft and a $\frac{5}{8}$in. diameter wormwheel fitting on a $\frac{9}{64}$in. shaft.

WINDOW



SO MANY ITEMS

As we go to press we receive many samples of the new season's products. We are therefore only able to give a brief mention this month, but will be reviewing them in detail with illustrations in forthcoming issues after we have had time to test the items thoroughly in accordance with our usual practice. In the meantime it should be possible to see these goods at the Model Railway Hobby Show.

G. & R. Wrenn have many new lines, notable among them being a 36in. and 15in. radius point, and a curved point of 36in. major radius. These, together with the new track sets, provide a really comprehensive range of coarse-scale universal trackwork for "OO" gauge systems in two- and three-rail versions. They have also introduced a baseboard framework kit in two sizes, 6ft. x 4ft. and 5ft. x 3ft., at 35/- and 27/6 each. The joints fit together perfectly by means of dowels, and the frame is made from beautifully finished hardwood.

The Bilteezi range has been extended to Series F. This in effect repeats the original series A in that a small village is modelled, but "stone" is used instead of "brick." The sheets are: F1, three attached cottages with accessories to turn into shops; F2, smithy with house; F3, chapel; F4, public-house; F5, school; F6, accessories, including parts for converting the smithy into a station. With the experience gained in designing the original sheets, even greater variety is possible on this new series. The first two sheets are now available.

All efforts at Peco are being geared to producing a revolutionary new form of home-assembled point and track kits, whose keynotes are speed, economy and scale accuracy. It is hoped to have the first examples of the range available at the show.

The Kirdon diesel kit is now available so that the constructor can build up an attractive 4mm. scale model of the L.M.R. 10000 class diesel electric. It is hoped to introduce a new Kirdon motor bogie at the show.

Two new kits have been introduced by K's, a modern box van and an 8-ton low-sided wagon, retailing at 8/6 and 4/- respectively. The specification is as before.

The latest addition to the Mastermodels range is a girder signal gantry bridge, illustrated in their advertisement. This bridge is capable of considerable modification; for example, it could be used for an anchor span for an overhead catenary. It spans three tracks.

Robert Wills has introduced a new wagon kit in the form of a match truck. This can, by the addition of a simple casting, be converted into a bolster wagon.

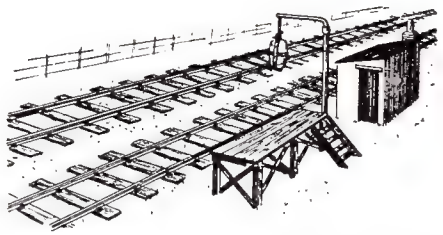
The Gainsborough club has had a range of "O" gauge plastic wheels of high quality produced and these are now available through Eames of Reading and Bassett-Lowke.

Southgate Hobbyshop, whose mail order business is now world-wide, have further increased their range of Beatiproducts with the introduction this month of Beatitrak and Beatipoint kits and Beaticontrol for point operation. These kits provide the home constructor with a quickly assembled universal track with heavy duty rail section.

Exley coaches will now be available in shorty versions as well as scale length, and in kits as well as ready-assembled patterns.

A selection of GEM lifelike "OO" gauge trees.

READERS' LETTERS



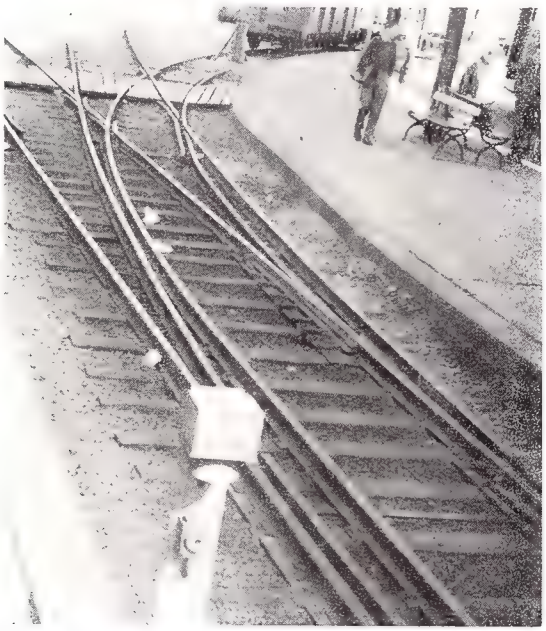
M.R. SADDLE TANK

Referring to Mr. D. B. Arnold's letter in the September issue, I am quite aware that 41516 was withdrawn in October 1955, but he will doubtless appreciate that the statement made by me that it was still working from Burton-on-Trent was accurate at the time of writing the article.

Information regarding the whereabouts and activities of locomotives is always liable to alteration during the interval that must elapse before such information can be printed.

Pinner. N. S. EAGLES.

MIXED GAUGE TRACK



I think this rather unusual picture will possibly interest readers of the RAILWAY MODELLER. It shows a common platform in use for standard and narrow-gauge trains with a standard gauge point, and narrow gauge branching away to the right. It is Vevey station on S.B.B., Switzerland.

Dublin. C. L. FRY.

TAXI

I have been shouting "taxi" for "OO" gauge railways since 1953, but not a single one of any description has appeared in the ranks of new scale-model vehicles up to date.

I see limousines, Mercedes, Fords, Opels, Jaguars and others, but I would point out that model railways carry model second- and third-class passengers who cannot afford such luxurious cars and depend on the ubiquitous (?) taxicab to carry them from the station to their homes.

Must they, loaded with luggage, be compelled to endure the indignity and embarrassment of being refused admission to public buses and trams and be forced to walk to their destinations because there are no taxis? A main station or a terminus without a cab rank is like a restaurant without food or a pub without beer.

May I appeal to all other "OO" gaugers to join me in asking our producers and retailers to let us have models of the old or new type of London taxicabs, at the same moderate prices as these other luxury cars, to add to the scenic side of our layouts?

New Romney. F. G. MCCAUGHEY.

ROBERT BROWNING'S MEN'S (J) EVENING INSTITUTE

In your last Editorial you emphasized the need to attract the younger generation to this hobby. We instructors of the above institute cater for the younger people, and I personally am responsible for the encouragement of model engineering as a hobby.

Last season we commenced building a portable layout to encourage young men to take an interest. We had quite a successful season in 1955-6 and we now look forward to another interesting season.

Any young enthusiasts who would care to come along would be very welcome at the Vauxhall Street branch. We all know the cost of hobbies today, and it is possible by joining this institute to get tools and materials provided, as well as instruction in the art of model railway construction. All this is for a very reasonable subscription of normal evening-class fees, and there are canteen facilities as well.

We also have an adult club where all enthusiasts are welcome and for whom a workshop is available, and some basic materials for our construction.

Any readers of all ages—in fact the younger enthusiast can bring dad or vice versa—are more than welcome to the Robert Browning Model Railway Club.

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IN PRAISE OF TRAMS

May I, as a very humble member of the trade, be allowed to reply to the grumbles from S. P. Harris in your current issue?

Mr. Harris stresses that the trade supplies nothing but L.M.S. goods.

This is not true, as I have had to point out on several occasion during the last few years in all the model railroad journals.

As far as Edward Exley Ltd., Baslow, are concerned, there are in the current catalogue the following items for the S.R. and the G.W.R.: coaches, gauge "O" forty types, gauge "OO" forty-eight types; accessories, parts, etc., gauge "O" eighteen articles, gauge "OO" fourteen articles; locomotives, gauge "O" none, gauge "OO" one type.

The above refers specifically to G.W.R. and S.R. items, but there are over 116 items that could easily be used for these railways as well as for other lines.

The trade is generally belittled also for doing nothing for the L.N.E.R. and if one takes the details for this line the following must be mentioned: coaches, gauge "O" nineteen types, gauge "OO" fifteen types; accessories, parts, etc., gauge "O" five articles, gauge "OO" four articles; locomotives, none for either gauge.

Locomotives are only hand-built to order, except for the G.W.R. "OO" tank engine, and thus would not appear in the above columns.

I agree with Mr. Harris's remarks concerning model tramcars. There is a good market here, but no British manufacturer will tackle them.

The Germans and the Americans have many excellent models available with accessories, and cheaply.

I would mention that my firm are agents for the German "Hamo" tramcars through our Swiss dealers.

I shall be pleased to send details thereof to Mr. Harris if he desires.

V. BOYD CARPENTER.

HAVE A GO!

I have now been running a small two-rail temporary layout for three years, and have gained a great deal of knowledge of the hobby by doing so. For reasons of economy this had to bebuilt and run cheaply. I took possession of the only domestic terrain available, and in doing so committed all the seven deadly sins as far as model railways are concerned. The site oozes with moisture. Both layout and operator suffer from frostbite in winter. The track is attacked by flaking distemper in addition. Being an experimental hook-up, no attempt was made at bonding, track was kept as far as possible to yard and 18in. lengths, and only essential feeding was provided.

Astonishing to relate, for over two years running has been entirely satisfactory, and little has had to be done beyond ganging work with a soldering iron on turn-out blades. More recently, owing to the present English summer, I have had to commence on "operation rail cleaner." This has meant that before traffic operations can commence lineside buildings and fittings have to be removed for attention to the permanent way, which is made of galvanized steel rail. One's thoughts have turned to the motive power department to do this, with a picture of two snorting 2-8-0s pushing over the whole system a special heavy-ballasted vehicle holding the rail cleaner exerting the right amount of pressure. The trade has not yet produced such a vehicle. However, I find rail cleaning but a temporary expedient, similar to tooth brushing with toothpaste or cleaning reflectors with polish. I find anointing sections of the track with 3 in 1 oil more effective. The track is left by no means clean, but electrical conductivity is maintained. I feel that the solution of this railway modeller's nightmare lies in coating the rails with a metallic paint having superlative adhesive qualities and good electrical conductivity.

We are told authoritatively that the operative word for a turn-out is "to deflect." I have found that all turn-outs and even curves do this, but too often off the rails. I fail to understand why, when so much is written about transitional curves, we still have standard 2ft. turn-outs. Surely common sense dictates that the turn-out deflection should be slight, and then increased after the turn-out has been safely negotiated. Why should 3ft. turn-outs be so much more expensive than the 2ft.? Experience has shown that any trouble caused by stalling on an insulated frog is a loco pick-up problem and not a permanent way one.

Although sooner or later attention has to be given to rolling stock wheels and axles, the trade still fails to realize that the ease with which these can be removed and replaced is a selling point. In this respect the older Tri-ang "split" chassis is preferable to later models with the push-in axles. On the matter of wheels, Graham Farish and Tri-ang have proved allergic to rail scum, the Nucro all-metal are very free running, and Rex and Peco give every satisfaction.

With regard to the electric power unit, that with separate direction switch is preferable to one-knob control in being more flexible and suited to locos of varying characteristics.

That most useful of all switches on a two-rail layout, a D.P.D.T., appears to be difficult to obtain. Yaxleys produce a trip switch of this kind for one-knob control. Kirdons manufacture a rotary version for forward/off/reverse control. But those miniature double-knife switches so often used on early radios seem to have gone off the market. Perhaps one of your readers could let me know where these are still obtainable.

From what has been written I would strongly advocate the newcomer to our hobby to start on a small temporary layout to gain invaluable experience and save committing himself to unwise expenditure.

Colne, Lancs. H. PUGHE MORGAN.

THE GAUGE "O" GUILD

May I, through the medium of your journal, draw the attention of all modellers in gauge "O" to the recently formed Gauge "O" Guild, which can show promise of growing into a flourishing society provided it can count on the support of all gauge "O" enthusiasts in the country.

It is the aim of the guild to provide news and information on all subjects, and to increase the numbers of articles in the model journals. This latter is, of course, subject to the editors' approval, and full details of the guild's activities can be obtained from the hon. secretary, Mr. H. F. Bower, 81 The Drive, Bexley, Kent.

As a beginning the guild wishes to compile a comprehensive list of stockists and manufacturers of gauge "O" components and equipment, including among the latter those who are willing to supply castings and wheels and to produce special items provided orders of sufficient quantity are forthcoming. So with this appeal to the trade for its co-operation, which I am sure will be forthcoming, I would request all correspondence on this subject to be sent to me at the following address.

A. J. FRASER,
Hon. Publicity Officer.

"Smallridge,"
38 Chatham Avenue,
Hayes, Kent.

ADVICE BUREAU

The Bureau is at your disposal to assist you with your problems. The service is free, individual and personal, but we reserve the right to publish any query we consider to be of interest. The advice given is based on the experience and opinions of our staff.

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page xix. We regret that we cannot prepare special designs for individual readers.

I have seen a plan for an "OO" gauge layout which appeared in (I think) the April 1952 issue of the RAILWAY MODELLER. *I am proposing to adapt it for a slightly larger area—12ft. 6in. x 7ft.—and construct it largely of double track, with one or two variations. I shall be glad if you will send me some details as to how to construct it, with measurements and so on.*

V.T.O.B., WALLASEY.

We very much regret that we cannot assist you a great deal with your proposed layout. First of all, you give a vague reference to a plan which you think appeared in the April 1952 issue, then state that you intend to adapt it for a larger area and to use double track with one or two variations, which in fact means that we have no real idea of what you are aiming to do.

Therefore, even were it possible to give details for constructing a layout in the space of a single answer we would be somewhat puzzled as to how to set about it. In particular, measurements are quite out of the question, as the only thing we have definite is that the layout is for "OO" gauge in an area of 12ft. 6in. x 7ft. If you have any specific problems we will be happy to assist you to the best of our ability, but for general details we can only refer you to the many excellent text-books on the hobby already published.

I intend to construct on an 8ft. x 4ft. baseboard a small model railway, the principal radii being 21in. and 15in., and would like your opinion on the suitability of the 15in. radius. Also, I want to use reverse loops (two in the form of a figure 8 and connected to the main track only by insulating points), and I would like your advice on the gradients necessary and possible.

I am also rather at a loss as to the type of locomotive to use, as I have no great mechanical skill, and would rather buy complete locomotives, unless the kit of parts is simple to construct. Unfortunately there appear to be only Hornby-Dublo locomotives reasonable to scale and price, but these would involve the use of three-rail track, which I also wish to avoid if possible. Perhaps you could suggest something which I may not have discovered.

D.H.L., NEWTON ABBOT.

There is nothing inherently wrong with a 15in. radius except its appearance, although it does somewhat limit the type of rolling stock that can be used. There is, however, very little opportunity for anything much larger on an 8ft. x 4ft. baseboard, and for this reason we do not recommend this type of structure, but rather advise a series of baseboards arranged in the form of a hollow square.

The maximum gradient normally recommended for model railway purposes is 1 in 30, but where sharp radii are in use we recommend that this be eased to at least 1 in 40 on the curve. We do, however, publish in Layout Plans No. 1 a scheme which appears to us to meet your requirements on a baseboard 8ft. x 4ft., utilizing a gradient of 1 in 50.

Regarding locomotives for two-rail, Hornby-Dublo engines may be converted, several of our advertisers offering such services. Tri-ang locomotives may also be converted to scale usage. In addition, there are the Rivarossi locomotives and locomotive kits, which are already to two-rail scale standards, and a number of inexpensive scale locomotives are available from advertisers.

I am considering rebuilding my gauge "OO" two-rail layout in a garage attached to my house. This garage, although completely watertight, is probably not as dry as the heated interior of a house, and, especially when a wet car is put inside it, the air may contain a certain amount of moisture.

I would be glad to have your opinion as to the advisability of using treated steel rails under these circumstances. Are they likely to rust and cause poor electrical contact between the track and the locomotives?

I would be much obliged if you could give me a comparison of the rust-resisting properties of nickel silver and treated steel rails.

D.H.B., GLASGOW.

While the conditions of your proposed site, namely a garage, are not perhaps as wholly ideal as one would desire, we do not consider that, given reasonable maintenance and fairly frequent running, you will experience any trouble whatever from rusting.

If the atmosphere in any building is damp enough to cause any trouble with steel, trouble will also inevitably occur with any cardboard portions of the layout. In "OO" this includes a great deal of the scenic work and a certain proportion of the rolling stock. Furthermore, fibre sleepers are likely to be affected long before the steel becomes very badly pitted.

As the main source of dampness is likely to be a wet car, it would appear to us that the best solution would be to sponge the car down and wipe it dry on rainy days, as this will not only prevent undue dampness around the model railway but will undoubtedly help to preserve the finish of the car.

As far as the rusting properties of treated steel and nickel silver are concerned, there can be no comparison, as nickel silver does not rust.

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PECO bullhead running rail chairs wanted; state price and quantity. See below.

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FOR SALE. "OO" gauge model railway (two-rail); 3 locomotives, passenger coaches, goods wagons, nickel silver F.B. track, points, etc. Johnson, 94 Topsham Road, London, S.W.17.

FOR SALE. Hornby-Dublo "Duchess of Montrose" and 2-6-2 tank engine, 6 goods wagons, 4 coaches, 30ft. track, points, controller and transformer, tunnel, buildings, etc., £17. Lowe, Hillside, Hartley Wintney, Hants.

FOR SALE. Hornby "OO" electric train sets, engines, lines, points, rolling stock, stations, etc. All under four years old. £35 lot. Sold separately if required. Send for list to Gibbs, One-Ash, Hackney Lane, Matlock, Derbyshire.

FOR SALE. Large quantity Peco two-rail scale track and points, also locos, rolling stock and accessories. S.a.e. list. P. Farman, 68 George Borrow Road, Norwich, Norfolk.

FOR SALE. Railway books, tickets, guides, photographs, postcards, oddments, timetables (working and public), similar items for tramways. S.a.e. list. Below.

FOR SALE. Gauge "O" locomotives, rolling stock, track by Exley, Beeson, etc. Discontinued lines, oddments, etc., in Exley coaches. S.a.e. list. Below.

FOR SALE. Gauge "OO" Exley discontinued lines in coaches at reduced prices, Marklin track, overhead gear, Dinky Toys, etc. All nearly new. S.a.e. list. The Ridge, Baslow, Derbyshire.

SALE. Dublo "Duchess" and tank locos; 3 L.M. coaches, 7 wagons, signal cabin, 2 island platforms, urban station, transformer, controller, 9 small M.M. accessories, girder bridge. Clay, 26 Dartford Road, Dartford, Kent.

FOR SALE. "O" gauge rolling stock, points, track, accessories. S.a.e. Warren, 85 Stanton Road, S.W.20.

BASSETT-LOWKE gauge "O" "Royal Scot," black, 6—12-volt D.C. permag mechanism. Paintwork unscratched. £12/12/-. The Cottage, Churchtown, Churchtown Road, Dublin.

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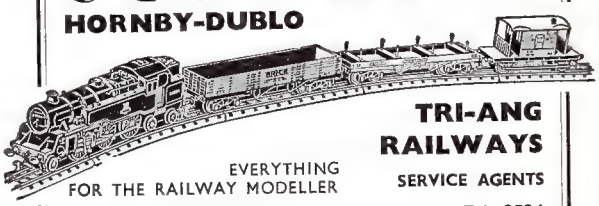

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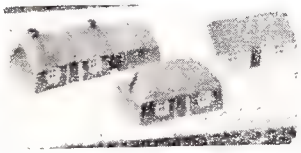

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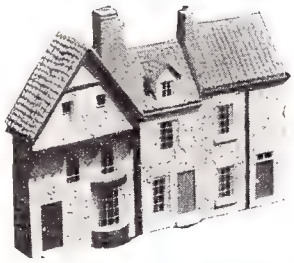

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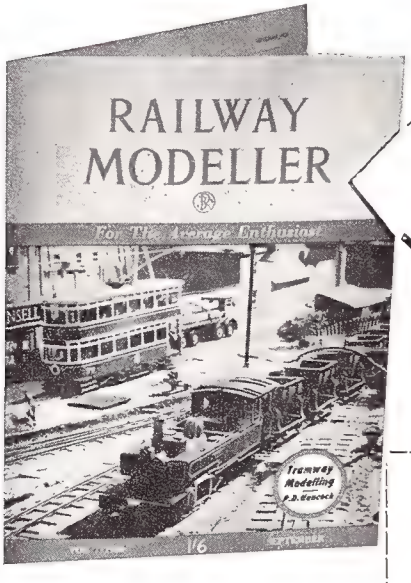

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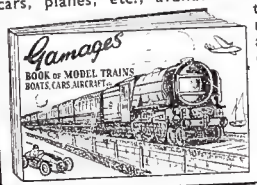

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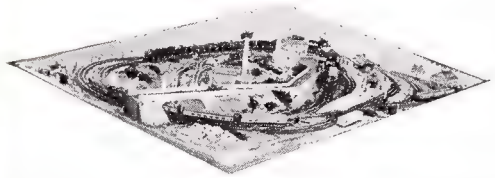
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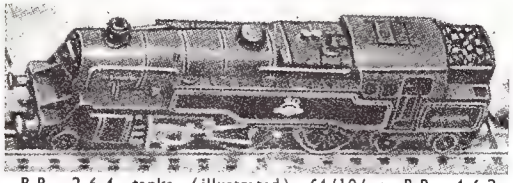

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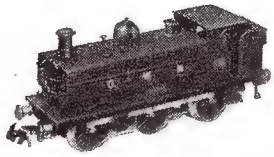

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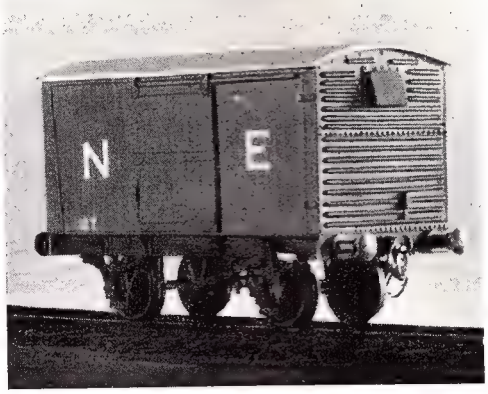

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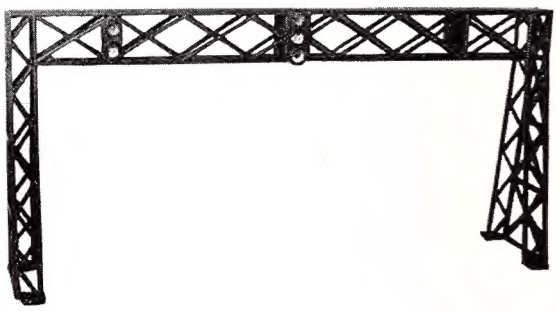

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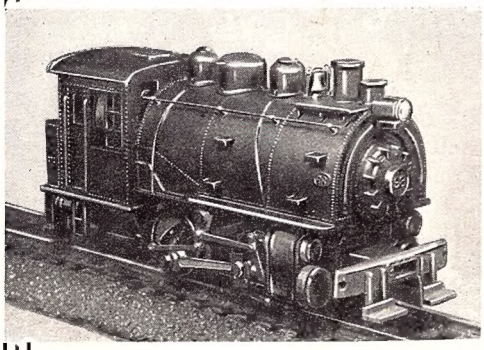

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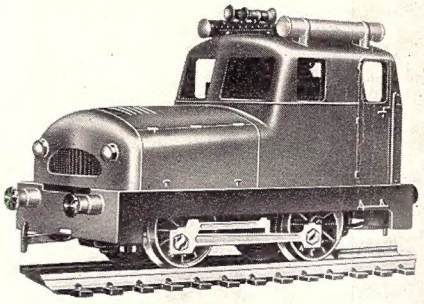

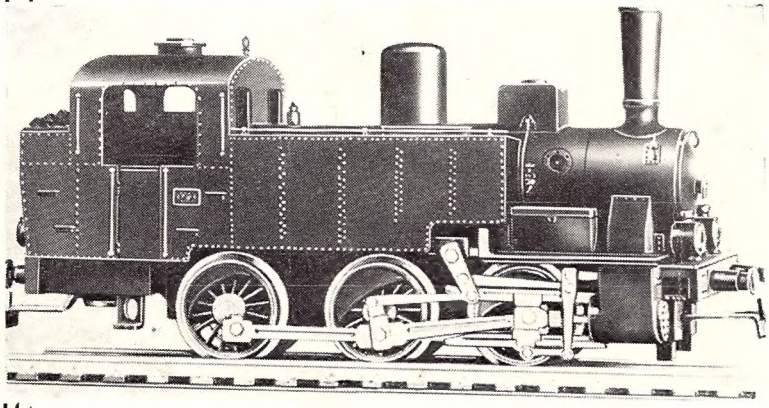

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